

O.K. SAUCE



Served in the best places

Hongkong Daily Press

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

N. LAZARUS
OPTICIANS
18, Queen's Road Central

No. 226700. 號佰柒仟式萬式第 日壹拾月叁年未辛 HONG KONG, TUESDAY, APRIL 28, 1931. 式拜禮 日捌廿月肆年壹仟玖仟壹英 Price Single Copy, 10 cts. Per Month, \$3.

"A GOLDEN DAWN"

the winning cocktail of the
INTERNATIONAL COCKTAIL
COMPETITION

held in London in September, 1930.

We have received the recipe of this
WONDERFUL COCKTAIL and will
be pleased to supply it on request. We have
also the necessary ingredients.

SIMPLE TO MAKE
MARVELLOUS TO TASTE.

CALDBECK, MACGREGOR & CO., LTD.

Prince's Building, Ice House Street. Tel. 20075.

HONG KONG, CANTON AND MACAO STEAMERS.

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONG KONG—CANTON LINE.

Sailings from Hong Kong: Daily, at 8 A.M. & 10.00 P.M. (Sundays 10.00 P.M. only)
Sailings from Canton: Daily, at 8 A.M. & 5.00 P.M. (Sundays 5.00 P.M. only)

HONG KONG—MACAO LINE. SPECIAL SERVICE.

SAILING From HONG KONG—Daily at 8 a.m., 2 p.m. and 5.30 p.m.
(Sundays 9 a.m. and 2 p.m. only).
SAILING From MACAO —Daily at 3 a.m., 8 a.m. and 2.00 p.m.
(Sundays 3 a.m. and 4 p.m. only).

SALOON FARES.

WEEK DAYS—Single: \$3.00; Return: \$5.00.
SUNDAYS and EXCURSIONS—Single: \$2.50; Return: \$4.00.

EXCURSION TO MACAO:—

ON SUNDAY, THE 3RD MAY, 1931
S.S. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 A.M.
and from Macao at 4.00 P.M.

NOTE—All Steamboat Company's Steamers are fitted with Wireless.

THE HON. TREASURER,
HONG KONG BENEVOLENT SOCIETY,
525, THE PEAK.

Enclosed please find cheque for twelve dollars
being subscription to your Society for the current year.

YOU KNOW

YOU WON'T WRITE

So why not send your old mess-mate
a **Weekly Press** while he is away?
Let us have his Address, and send
us \$9 and we will send the
Hongkong Weekly Press and
China Overland Trade Report
to him.

FOR SIX MONTHS

Office: 11, Ice House Street.

DIARY OF LOCAL EVENTS.

To-day.

(April 28.)

Annual Inspection, Hong Kong
Police Reserves, Central Police
Station Compound, 3.30 p.m.
Rotary Tiffin: Speaker, Sg.
Leader P. C. Wood on "Aviation."
League Football—1st Division:
Club v. Borderers.

H.K.C.C. Tennis Tournament:
Open Doubles: C. A. L. Rumjahn
and J. A. E. Cassamboy v. H. Lo
and Lu Tak Cheuk or W. T. Lee
and P. Kong.

Sanitary Board Meeting, 4.15
p.m.

Queen's Theatre: "Billy The
Kid."

World Theatre: "The 24 Heroes"
Part 2 (Chinese film).

Central Theatre: "The Benson
Murder Case."

King's Theatre: "Ingagi."

Majestic Theatre: "Street of
Chance."

Dances: Tea Dance, H.K. Hotel;
Dinner Dances, Hong Kong and
Peninsula Hotels and Hotel Cecil.

European Mail—Inward: Europe
via Suez (Felix Roussel), 2.30
p.m.; Europe via Suez (Per-
seus), 2.30 p.m.

Wednesday.

(April 29.)

Birthday of Emperor of Japan.
Reception at Japanese Consul's
Residence, 4.30 p.m.

Lammer's Sale of Property, 3.15
p.m. and 3.30 p.m., Sales Room,
Duddell Street.

League Football—1st Division:
South China v. Navy, 5 p.m.

H.K.C.C. Tennis Tournament:
Open Doubles: M. K. and M. W.
Lo v. Ho Ka Lau and Yew Man
Kit.

Hong Kong Schools' Athletic
Sports, Caroline Hill.

Queen's Theatre: "Billy The
Kid."

World Theatre: "The 24 Heroes"
Part 2 (Chinese film).

Central Theatre: "The Light of
Western Stars."

King's Theatre: "Ingagi."

Majestic Theatre: "Street of
Chance."

Dances: Tea Dance at Hong
Kong Hotel; Dinner Dances, Hong
Kong Hotel and Peninsula Hotel.

European Mail:—Inward:
Europe via Siberia (Chuchibu
Maru), 8.30 a.m.

Thursday.

League Football—1st Division:
Athletic v. Borderers, 8 p.m.

Meeting of the H. K. Lawn Ten-
nis Assn., Sanitary Board Room,
6.30 p.m.

H.K.C.C. Tennis Tournament:
Finals of Open Championship
Singles.

Queen's Theatre: "Those Three
French Girls."

World Theatre: "The 24 Heroes"
Part 2 (Chinese film).

King's Theatre: "Ingagi."

Dances: Tea Dance at Hong
Kong Hotel; Dinner Dances, Hong
Kong Hotel and Peninsula Hotel.

BALKAN BANDITS.

A SAD SLUMP IN BUSINESS.

CAUSED BY EFFICIENT AND UNSYMPATHETIC GOVERNMENTS.

The ancient and popular profes-
sion of robbery under arms—rob-
bery, that is, with all the tradi-
tional swagger and picturesque
dress of musical comedy—is to-day,
like other remunerative and well-
established occupations in Europe,
suffering from a severe and pro-
longed depression, writes Mr. Peter
Carvel in the *London Morning Post*.

Within the last decade the ami-
able bandits who operate along the
marches of Albania, Bulgaria, and
Jugoslavia have had to face the
uncomfortable fact that their un-
lawful occupations are treated with
increasing lack of sympathy on the
part of the Yugoslav authorities.

To-day, however, though natural-
ly they enliven their more depress-
ing moments with pious hopes for
better times, they have found that
there is precious little money and
an overflowing measure of danger in
the only job which they know.

Until the slump in robbery set
in, brigandage—the good, old-
fashioned "cut-and-come-again"
sort—was going with a swing in
this somewhat inaccessible part of
Eastern Europe. The local brigand
leaders were regarded as men of
consequence, who lived and died in
an atmosphere of "let us now
praise famous men," but now their
haloes have become a little dimmed.
"Improvers" in the bandit busi-
ness expect leaders who produce the
goods, and no excuses which as-
cribe the depression to the ruthless
methods of the Yugoslav Govern-
ment cut much ice.

The Bulgarian bandits, for in-
stance, can only operate with safety
on the home side of their own
frontier—a restriction which brings
local unpopularity to the profes-
sion and profits down to vanishing
point. In South Serbia, too, once
the happy hunting ground of the
picturesque Albanians who live on
either side of the Yugoslav fron-
tier, last year has been the worst
season for loot and bloodshed within
living memory.

In the old days, before the for-
mation of the kingdom, of Jugo-

slavia, the professional brigand,
though frowned upon officially,
suffered from no serious attentions.
The position of the authorities was
indeed difficult enough, because it
was almost impossible to track down
the offenders.

Albanians, like foxes, have a root-
ed objection to working the home
farm except in emergency. The
consequence of this was that Alban-
ians in South Serbia were only
too ready to help their brothers in
Albania and Bulgaria whenever
"business" was afoot, or vice
versa.

There were other complications,
too, for the "Katachi," the pro-
fessional Albanian brigands, were
always willing for a consideration
to work in with the Bulgarian
"Comitadji," the Macedonian Re-
volutionary organisation whose aim
is to unite Yugoslavian Macedonia
with Bulgaria. These Comitadji,
unlike the Katachi, who, after all,
only murder lost and benighted
travellers or prominent local
citizens if they resist robbery or
fail to produce the modest ransom
demanded, have for many years
created a reign of terror along the
border.

The Bulgarians themselves seem
quite impotent to control their ac-
tivities, and it is only within the
last year or two, since King Alex-
ander became Dictator, that the
Jugoslavs have succeeded in seri-
ously check-mating both Comitadji
and Katachi, whose frequent crimes
are a menace to life and property.
Without some knowledge of the
country it is difficult to realise
what an achievement this is. Even
to-day in many places the inhabi-
tants can still hardly realise that
they have finally escaped from the
terrorism.

It is only when you arrive in
"bandit country" that you see how
thorough are the Yugoslav methods
of policing. On all the mountain
roads of South Serbia you find the
most vigilant precautions employ-
ed to prevent any recurrence of
bandit outrages.

(Continued on Page 4.)

THE HONGKONG

PENINSULA HOTEL,
HONG KONG HOTEL,
REPULSE BAY HOTEL,
PEAK HOTEL.

AND

SHANGHAI

ASTOR HOUSE HOTEL;
PALACE HOTEL;

HOTELS,

LIMITED.

IN ASSOCIATION WITH THE
GRAND HOTEL DES WAGONS,
LITE, PEKING.

The Only Hotel in CANTON
Directly under European
Management.

THE VICTORIA HOTEL
SEAMEN

Guides
and Trips
arranged for
and Special Care
Taken of TOURISTS.
Cable Address: "VICTORIA."

THE HONG KONG SPORTING
ARMS & AMMUNITION STORE,
5-8, BRACONSFIELD ARCADE.

Sporting and Athletic Goods
Movie Cameras and Accessories
Hunting Wear
Shooting Equipment.

YOU

ARE INVITED TO INSPECT OUR
STOCK OF
ASIATIC, FOREIGN AND
COLONIAL

POSTAGE STAMPS
IN SETS, SINGLE PACKETS
BAGS AND IN APPROVAL
SHEETS.

GRACA & CO.,
DEALERS IN POSTAGE STAMPS
PHILATELIC GOODS, PICTURE
POSTCARDS, TOYS, &c.
10, WYNDHAM STREET,
P.O. Box No. 620. HONG KONG.

TELL THE SHROFF

to make out a Chit for
\$9.00 and send it with
your Home Address to
11, Ice House Street.
In return, we will send
you the **Weekly Press**
for Six Months.

Courtesy, Comfort, Service
and Luxuries of Modern Hotel
Construction

THE HOTEL RIVIERA MACAU

Cable Address:—"Riviera, Macau."

THE STANDARD LIFE ASSURANCE CO.

\$1,000 on attaining the age of Fifty-five.
Premiums moderate. Conditions liberal.

Particulars from—

DODWELL & CO., LTD.
AGENTS,
2, QUEEN'S BUILDING.

Scenic Route Across CANADA Via Vancouver or Prince Rupert

Canadian National Rail-
ways crosses the Rockies
at the easiest gradient and low-
est altitude of all transconti-
nental lines and in full sight of
the Canadian Rockies' highest
peaks. View the choicest gems
of rugged mountain scenery,
crag and glacier, cataract,
canyon. Stop off at Jasper
National Park, the Alpine
paradise of Canada. See the
golden wheatfields, mighty
inland seas, the scenic mar-
vels of the east, among
them, Niagara Falls. And,
all the while, travel in ut-
most comfort.

Daily Trans-Continental Trains from Vancouver or Prince Rupert, with
all-steel equipment, radio-equipped observation cars and unsurpassed and
moderately priced dining car service.
Through bookings on all steamship lines.

For rates, literature and information apply
ASIATIC BUILDING, HONGKONG

CANADIAN NATIONAL

The Largest Railway System in America
SEPARATE AND DISTINCT FROM CANADIAN PACIFIC RAILWAY

Lane, Crawford's

RESTAURANT
Exchange Building.

TO-DAY'S TIFFIN

\$1.50.

Tomato Cream Soup

Fried Fish, French Potatoes

Egg Outlet, Shredded Potatoes

Snipe on Toast

Steak and Kidney Pie

Roast Potatoes, Boiled Potatoes

Cabbage

Suet Pudding and Syrup

Fruit

Tea or Coffee

From the Joint Waggon
Roast Leg of Veal and Ham
and Vegetables ...\$1.00.

A Few Suggestions.

"A LA CARTE"

Cold Lobster Mayonnaise...\$1.20

Cold Salmon (Tinned)... .30

Tomato and Cucumber Salad... .35

Fried Fillet of Sole... .20

Grilled Lamb Chops with

Saute Green Peas... 1.40

Fricassee Chicken and

Mushrooms... 1.30

Grilled Dairy Farm... .50

Sausage... .70

Grilled Oxford Sausage... 1.20

Grilled Fillet Steak and

Mushrooms or Tomatoes. 1.05

Fruit Pies:—

Blackberry and Apple... .50

Gooseberry or Cherry... .75

with Fresh Cream... .60

Jam Omelette... .70

Rum Omelette... .50

Dairy Farm Cheese... .45

Gorgonzola Cheese... .45

The above charges include:
Bread or Rolls and Butter.

King's Restaurant

King's Theatre Building

TO-DAY'S TIFFIN

\$1.50.

Green Pea Soup

Garoupa Marquetry

Minced Chicken and Poached Egg

Lamb Cutlet, Green Pea Sauce

Roast Beef, Yorkshire Pudding

Singapore Curry

Roast Potatoes, Boiled Potatoes

Spinach

Steamed Jam Roll Pudding

Fruit

Tea or Coffee



NEW AUSTIN "TWELVE-SIX."

There is a really light 6-cylinder, medium-powered car of the 1½ litre class. The response of the Austin Motor Car Company to this demand is embodied in the new "Twelve-six."

This model, after exhaustive tests over some of the roughest roads in England has been perfected and is now offered to the motoring public, with every confidence that it will be another Austin success.

Designed specially for the owner-driver, simplicity has been the key note. Every requirement for the man who drives and attends to his car himself has been catered for. Ease to handle, comfort, maintenance and the reduction to a minimum of points needing periodic attention have all been considered.

It is a four seater, with ample seating and leg room, having low, graceful lines. Its remarkable moderate price and economical running will certainly make a strong appeal, especially to the buyer who desires a light, fast, smart and dependable car.

The "Twelve-six" has features

which are both interesting and attractive. The six cylinder engine has a bore and stroke of 61.25 x 54.63 (146 c.c.) or rather less than 1½ litres. It is rated at 13.088 h.p.

Scientific use of weight and material is evident in the construction of the engine and gear box. Maximum strength and rigidity have been provided at the various points where such are vital to good performance. A stiff crank shaft, carried by four ample bearings, contributes to the absence of vibration in the running of the engine, which is remarkably smooth and sweet in action. Power and flexibility which mean high efficiency, from five to fifty-five in top, resulting in rapid acceleration, are also included in the points of merit. The crankshaft is carefully balanced both statically and dynamically. Forced feed lubrication is by gear pump driven by a vertical shaft from the cam shaft.

In the monobloc, care has been taken to provide ample water space which with Thermo Syphon circulation and a large fan assist to keep the engine to the correct temperature.

The engine and gear box form one unit and are secured to the frame at four points. If it becomes necessary they can be detached and

removed downwards with the greatest ease.

There is a three-speed and reverse gear box with a nicely graded sequence, the change speed gear is of the tall type and the lever is centrally situated. Here again simplicity has been achieved. Gear changing is so easy that it is robbed of all of its reputed terrors, even for the inexperienced.

The steering is light and responsive, and all vital parts of the mechanism robust and of ample proportions.

On the top of the steering wheel are the electric horn button and the dip switch finger lever, under it is the dash lamp and switch.

There are four wheel brakes which can be applied either by hand or foot, powerful when operated, and easily adjusted.

The chassis frame is remarkably strong and specially stiffened, the rear is very wide, and is carried directly over the interleaf springs and thus avoids overhang. The front portion is narrowed to allow of an ample steering lock.

Fuel is drawn from the tank to the carburettor by means of a fuel pump and the petrol gauge is on the dashboard.

Both front seats are adjustable, all four windows are mechanically operated and the wind shield is adjustable and can be rigidly secured against rattle.

The upholstery is attractive, hard wearing, high quality rep.

All external fittings are chromium plated.

NEWS FROM EVERYWHERE.

A MORRIS FROM £100.

Tremendous interest has been aroused in motoring circles by the announcement that Morris Motors, Ltd., will shortly put on the British market a car to sell at the phenomenally low price of £100.

The name of this new model will be the Morris Minor S.V. Two-Seater. The engine only differs from that employed in the rather more expensive Minor models in that it is equipped with side-by-side valves instead of overhead valves and camshaft.

Rigorous testing over a period of several months has established a normal fuel consumption of 40 m.p.g., while a speed of 50 m.p.h. is easily attainable. A three-speed gearbox is provided, and all four brakes operate direct on the wheel drums.

Equipment is generous. The body is coach-built, finished in grey cellulose and upholstered in red. In sheer value for money, this new Morris model sets a standard hitherto unparalleled in motoring, and should materially assist the

cause of the British car in Overseas markets.

It is emphasised that production of the other Morris Minor models will continue exactly as before, with no alteration in either specifications or prices.

The attraction of the 1930-31 season Morris range of Overseas models has been still further enhanced by the following additions:

(a) Isis Saloon models can be fitted with sliding roofs at small extra cost.

(b) The Minor Coachbuilt Saloon is now offered in blue cellulose with brown Karhyde upholstery, at the same price as the dark maroon cellulose model originally listed.

URGENT NEEDS.

Many a motorist, when he takes delivery of a new car, has but the vaguest idea as to the location of the fuses, where the tools are kept, what the oil pressure gauge should read, and so on. It is seldom, of course, that any trouble is experienced, but punctures do occur and on a wet and wintry night there is nothing more annoying than searching for an elusive jack handle or wheel brace.

There are many other details, too, with which the new owner should be conversant. Information, no doubt, can be obtained from the Instruction Book, but this is sometimes missing just when it is required.

The Rover Company, therefore, in issuing an "Urgent Needs" card with each new car, are being of real service to the owner driver. This card is located either in the pocket of the driver's door or in the instrument board cupboard, according to the particular model. It states the recommended tyre and oil pressures, etc., gives information as to where the fuses and all tools may be found and, further, supplies the addresses and telephone number of the leading Rover and Lucas service depots.

The provision of this "Urgent Needs" card is just one of those little things which make motoring pleasant; the manufacturers are to be congratulated on the "brain-wave" which produced it.

A HOLIDAY QUESTION.

Those who frequent hotels can never experience the same "high spots" that come to those whose temporary home is in the corner of some sequestered meadow, says *The Light Car and Cyclecar* in the course of an article discussing the comparative merits of staying at hotels and camping when on a motor tour. Sitting in an hotel lounge, for example, can scarcely be compared with squatting round a roaring camp fire with, perhaps, a pale moon rising over the distant treetops. Neither can one's awakening in a typical hotel bedroom by a knock on the door at seven-thirty bear comparison with being roused by the twittering of the birds and stepping forth on to the dewy grass as the slanting sun is beginning its climb into the heavens.

That, of course, is only one side of the picture. The other side calls up visions of a miserable touring party sitting cooped up in their caravan or tent for a whole day, and finally retiring to rest damp, miserable and dissatisfied, with a further picture of the following morning when the same party peer out optimistically only to find a day similar to the previous one.

Here, then is the risk that the caravanner or camper runs. He stands a chance of having a holiday

far more exhilarating than any patronizer of hotels can ever obtain, but, at the same time, he runs the risk of a most dismal trip should the weather prove unkind.

In short, those who believe in brick walls and a solid roof at night are always sure of a fair degree of comfort and a minimum of fuss and work, whilst those who favour a tent aspire to far greater joys, but run the risk of corresponding tribulations.

HILL-CLIMB AND COMFORT COMPETITION.

The last of the competitions following on the Monte Carlo Rally was the Mont des Mules Hill-Climb and in this again British drivers and cars carried off the honours. The hill consists of a 3-kilometre stretch on the Beausoleil-La Turbie road.

The fastest time of the day was made by D. M. Henley (Invicta); Henley was driving in the 5,000 c.c. class. The 2,000 c.c. class was won by T. C. Mann (Lagonda) and the 1,100 c.c. class by R. Barr (Riley). Henley was within one second of the record for the hill, but Barr easily beat the record for his class; on a car of 1,100 only he was actually the third fastest winner of the day, covering the course at a higher speed, even, than competitors in the 8,000 c.c. class. A German, an American and two French cars were successful in the other classes.

In the Comfort Competition, British superiority was even more marked, all six premier awards being secured. The Grand Prix of Honour was won by S. C. H. Davis (Armstrong-Siddeley), who also secured the prize for closed cars over 1,100 c.c. The similar class for open cars was won by Lord de Clifford (Lagonda); the award for closed cars under 1,100 c.c. went to F. Samuelson (M.G. Midget) and that for open cars to K. W. B. Sanderson (Riley).

HEAVY OIL 'BUS ON TRIAL.

A MOVE TO CHEAPEN TRANSPORT.

Twelve London General omnibuses using heavy oil as fuel, instead of petrol, are now in regular work on routes in and about London.

Although the largest single fleet of 'buses of this type in England, they are entirely experimental. A full three months' trial will be completed before the company decides whether the heavy-oil compression-ignition engine is yet sufficiently refined and reliable in its performance to challenge seriously the supremacy of the petrol-burning motor.

The fleet is concentrated at the Harrow World garage of the L.G.O.C. Some 'buses operate on country runs, others on Route 15, which tests them for heavy traffic conditions. Outwardly they are indistinguishable from the normal vehicles.

Important Points.

Two points which are very carefully observed are their smoothness and silence at low speeds, and their freedom from smell. If passengers notice noise or smell it counts as a bad mark.

The heavy oil engine is very economical—these 'buses average 55 miles to a gallon against five miles per gallon for the petrol engine, and their fuel is itself cheaper. They are also practically immune from fire risks, another important advantage. But they have to be as pleasant and comfortable for the passenger, and in the past noise and smell have been the type's chief drawback.

The dozen "Generals" are a fraction of the 100 oil-driven vehicles designed and constructed by the Associated Equipment Company of Southall. The rest are at work in different parts of the country, doing all kinds of commercial duty.

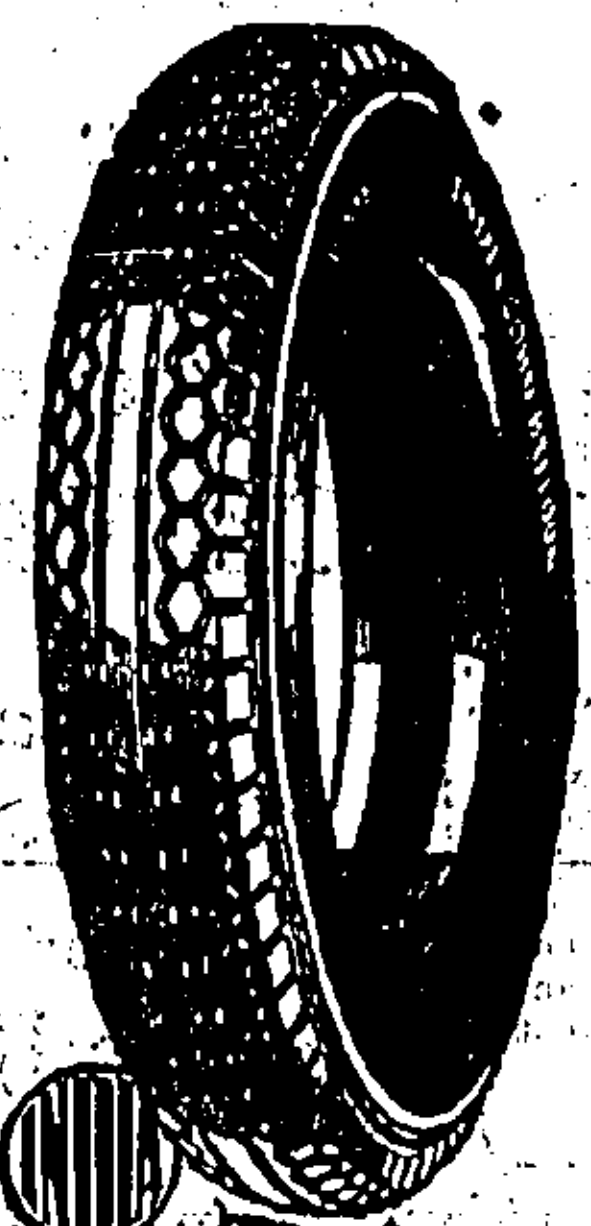
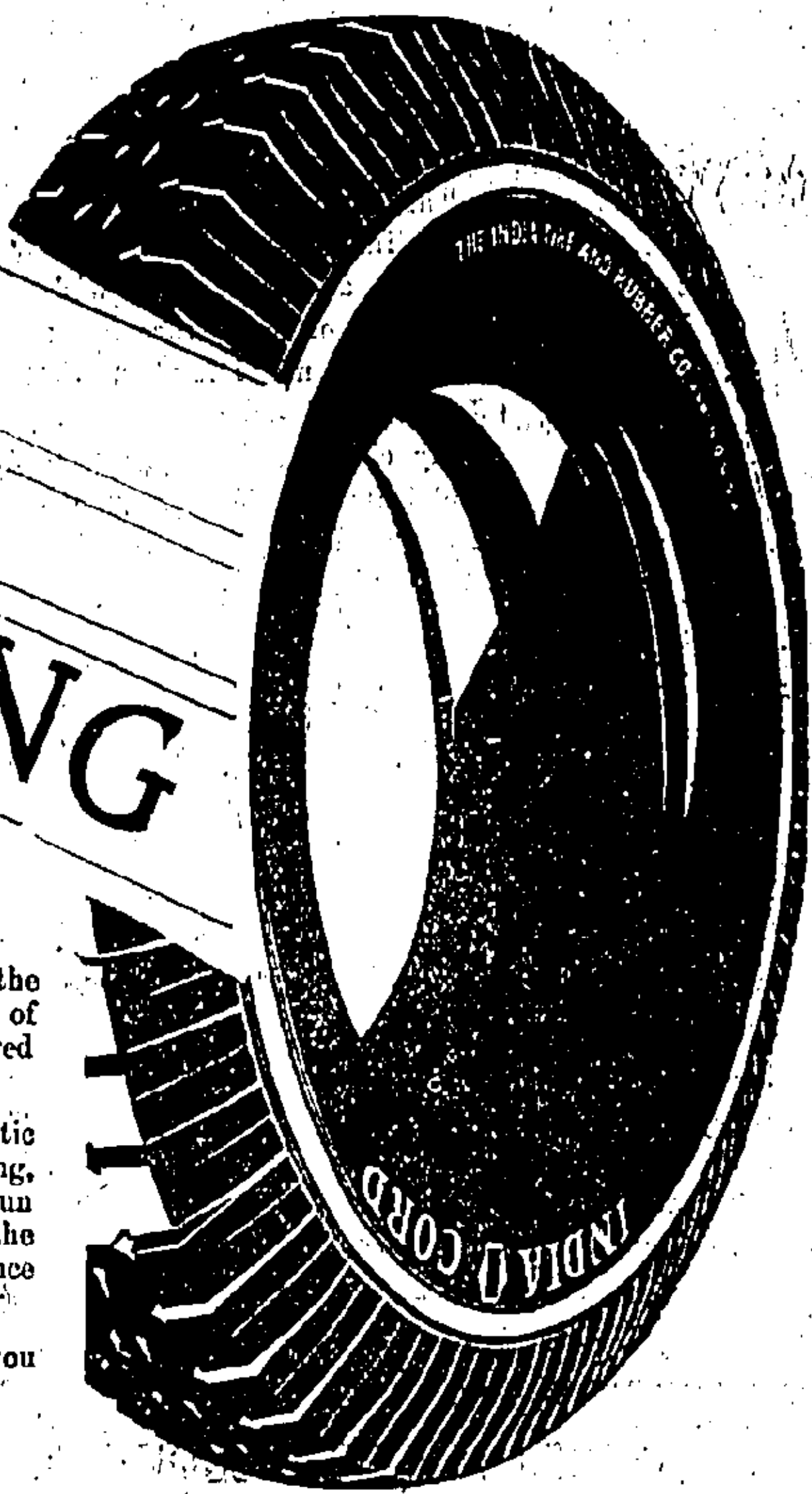
It is a British experiment on the heroic scale with a comparatively new kind of motor, which has hitherto been chiefly developed abroad. If it succeeds it will lead to a considerable reduction in the costs of transport.

CHANGE
TO THE
RED
RING

The red ring where tire wall meets tread is the hallmark of India Super Tires. Enthusiastic users of India Super Tires know, from experience, that the red ring is their guarantee of service from their tires.

Built of the very finest materials—strong, elastic cord fabric—pure amber friction—firm, long wearing, ground-gripping tread—India tires will outwear, outrun any tire made. And their black beauty with the distinctive red stripe adds greatly to the appearance of any car.

With India tires and our complete service, you have double assurance of complete tire satisfaction.



INDIA
TIRES

Master of Mileage.

INDIA
SUPER
SERVICE
TIRES

W. R. LOXLEY & CO.

Telephone: 22285.

York Buildings



"I HAVE BEEN FIGURING IT OUT AND HAVE COME TO THE CONCLUSION THAT WE CAN AFFORD A CAR. EVERYONE TELLS ME THAT NOTHING CAN BEAT A FIAT."

Low Original Cost.

Low Upkeep.

Good Service.

Agents:

A. GORKE & Co.

Showeroom:

Flat Garage,

SPARE PART DEPARTMENT

Service:

Landia Garage,

350, Hennessy Rd., CHINA BUILDING, 4TH FLOOR, 348, Hennessy Rd. TEL. 22221.

Studebaker

Free Wheeling!

PLEASURE CARS

HONG KONG DELIVERED PRICES.

STUDEBAKER SIX

R.A.C. Horse-Power Rating 25.4.
 Brake Horse-Power 70 at 3,200 Revolutions.
 Piston Displacement 205 Cubic Inches. Wheel-Base 114 Inches.
 Speed 60 M.P.H.

Model	Pass.	Nett Weight	F.O.B. Factory Price	Packing Shipping Delivery	Hong Kong Cash Price
Roadster Regular—Wood/W.	...4	2,690 lbs.	G\$795	G\$260	G\$1,055
Tourer Regular—Wood/Wheels	...5	2,785 lbs.	885	260	1,155
Coupe Regular—W/W/L/U	...2	2,780 lbs.	845	310	1,155
Sedan Regular—W/W-M/U	...5	2,190 lbs.	890	310	1,205
Coupe Sport—W/W-Mohair/U	...4	2,850 lbs.	895	310	1,205
Tourer Regal—4 Wire Wheels-L/U...	...5	2,945 lbs.	985	260	1,255
Sedan Regal—6 Wire Wheels-B/U...	...5	3,065 lbs.	995	310	1,305

OPTIONAL EQUIPMENT AT ADDITIONAL PRICE

Reinforced Springs \$5, Extra Tire and Tube \$15, Bumpers \$20,
 Leather Upholstery \$20, Khaki Top \$25, 5 Wire Wheels \$45,
 Special Colour \$55, Tourist Trunk \$30, Set cases for Trunk \$20.

DICTATOR EIGHT

R.A.C. Horse-Power Rating 30.
 Brake Horse-Power 81 at 3,200 Revolutions.
 Piston Displacement 221 Cubic Inches. Wheel-Base 114 Inches.
 Speed 65 M.P.H.

Coupe Regular—W/W Leather/U	...2	2,855 lbs.	G\$1,005	G\$300	G\$1,445
Sedan Regular—W/W Mohair/U	...5	3,085 lbs.	1,150	350	1,500
Coupe Sport—W/W Mohair/U	...4	3,005 lbs.	1,150	350	1,500
Sedan Regal—6 Wire/W Bedford/U...	...5	3,220 lbs.	1,250	350	1,600

OPTIONAL EQUIPMENT AT ADDITIONAL PRICE

Reinforced Springs \$5, Extra Tire and Tube \$15, Bumpers \$20,
 Leather Upholstery \$25, 5 Wire Wheels \$50, Special Colour \$55,
 Tourist Trunk \$30, Set Cases \$20.

COMMANDER EIGHT

R.A.C. Horse-Power Rating 30.
 Brake Horse-Power 101 at 3,200 Revolutions.
 Piston Displacement 230 Cubic Inches. Wheel-Base 124 Inches.
 Speed 70 M.P.H.

Coupe Sport—W/W Bedford/U	...4	3,390 lbs.	G\$1,685	G\$385	G\$1,970
Sedan Regular—W/W-B Upholstery...	...5	3,510 lbs.	1,585	385	1,970
Sedan Regal—6 Wire Wheels-B/U...	...5	3,650 lbs.	1,785	385	2,170
Brougham Regal—6 W/W-B/U	...5	3,650 lbs.	1,785	385	2,170

OPTIONAL EQUIPMENT AT ADDITIONAL PRICE

Reinforced Springs \$5, Extra Tire and Tube \$20, Bumpers \$25,
 Leather Upholstery \$25, 5 Wire Wheels \$50, Special Colour \$55,
 Tourist Trunk \$30, Set Cases \$20.

PRESIDENT EIGHT

R.A.C. Horse-Power Rating 39.2.
 Brake Horse-Power 122 at 3,200 Revolutions.
 Piston Displacement 337 Cubic Inches. Wheel-Base 130 inches.
 Speed 85 M.P.H.

Coupe Regular—Wood/W-L/U	...2	3,065 lbs.	G\$1,850	G\$410	G\$2,260
Sedan Regular—W/W-B/U	...5	4,220 lbs.	1,850	410	2,260
Roadster State—6 Wire/W-L/U	...4	4,120 lbs.	1,950	350	2,300
Coupe State—6 Wire/W-B/U	...4	4,180 lbs.	2,050	410	2,460
Sedan State—6 Wire/W-B/U	...5	4,375 lbs.	2,050	410	2,460

OPTIONAL EQUIPMENT AT ADDITIONAL PRICE

Reinforced Springs \$5, Extra Tire and Tube \$25, Bumpers \$35,
 Leather Upholstery \$30, 5 Wire Wheels \$70, Special Colour \$75,
 Tourist Trunk \$30, Set Cases \$20.

PRESIDENT EIGHT

R.A.C. Horse-Power Rating 50.2.
 Brake Horse-Power 122 at 3,200 Revolutions.
 Piston Displacement 337 Cubic Inches. Wheel-Base 136 Inches.
 Speed 80 M.P.H.

Tourer Regular—W/W-L/U	...7	4,115 lbs.	G\$1,950	G\$330	G\$2,280
Sedan Regular—W/W-B/U	...7	4,350 lbs.	2,150	440	2,590
Tourer State—6 Wire Wheels-L/U...	...7	4,255 lbs.	2,150	380	2,530
Sedan State—6 Wire Wheels-B/U...	...7	4,510 lbs.	2,350	440	2,790
Brougham State—6 W.W.-B/U	...5	4,450 lbs.	2,350	440	2,790
Limousine State—6 W.W.-B/U	...7	4,570 lbs.	2,600	440	3,040

OPTIONAL EQUIPMENT AT ADDITIONAL PRICE

Reinforced Springs \$5, Extra Tire and Tube \$25, Bumpers \$35,
 Leather Upholstery \$30, 5 Wire Wheels \$80, Special Colour \$75,
 Tourist Trunk \$30, Set Cases \$20.

Equipment and Price subject to change without notice.

THE HONG KONG HOTEL GARAGE

Stubbs Road Garage.

Telephone 27775.

27-3-1931.

SPARKS FROM THE PLUGS

MALCOLM CAMPBELL'S NEW RECORD.

SOME DETAILS OF THE "BLUE BIRD."

THE MOST POWERFUL CAR IN THE WORLD.

For the second time within two years a British driver in a motor car designed and built in Great Britain, of British materials and workmanship, has travelled faster on land than man had ever done before, and the world has been stirred by the achievement of Capt. Malcolm Campbell who, over the measured mile at Daytona Beach, Florida, piloted his 1,400 h.p. Napier Blue Bird racing car once up and once down at an average speed of 245.730 m.p.h., 14.37 m.p.h. faster than the record established by the late Sir Henry Segrave on the same bench two years ago.

The Design.

The successful British car, which weighs approximately 3½ tons, is of particularly low design and is propelled by a Napier racing engine. It is the most powerful car ever constructed, as the actual power obtained is 1,450 h.p., whilst its Napier engine has a greater power per 100 c.c. than any engine in the world.

First Produced in Clay.

Mr. R. A. Raiton, of Thomson and Taylor's, the well-known Brook-

The wind tunnel tests demonstrated that with the radiator in front, the least possible resistance is obtained. The radiator is of the ordinary honeycomb type, designed specially for the car. It is separated from the rest of the body, yet its outer covering is streamlined with the rest of the car.

A special ventilator has been affixed in the cockpit so as to counteract the fumes of the engine, which are likely to be inconvenient in such an enclosed space as the cockpit of this car, where conven-

Rev. Counter as Sight.

A Smith's engine revolution counter is fixed inside the cockpit of this car, but in order to avoid the necessity of taking his eye from the course when travelling at great speeds, Capt. Campbell has had a duplicate affixed to the bonnet of the car on a level with his eyes. This is smaller than the one in the cockpit but is easily read from the driver's seat. This indicates the power obtained from the engine and at the same time tells exactly what speed the car is travelling at over the ground.

Napier-Campbell Car Specification.

Body.—The body has a framework of steel tubes covered with aluminium panels. The tail portion, which is the only fixed part of the car, is designed rather on the lines of the tail of an aeroplane.

The rest of the body has three sections of panels, all easily detachable. One section encases the 1,400 h.p. Napier engine, another makes up the cockpit, and the third is the centre section connecting the cockpit with the engine cowling. The whole body is constructed of extreme lightness coupled with strength and is painted sage blue, with an enamelled Bluebird on the forward end of the body.

The height of the scuttle from the ground is less than 45 in., whilst the clearance of the chassis is only 5 in.

The petrol tank is mounted at the rear end of the chassis and has a capacity of 23 gallons.

The oil tank is mounted inside the frame member alongside the engine and contains five gallons.

The wheelbase is 12 ft. 2½ in., the front track 5 ft. 4 in. and the rear track 5 ft. 2 in.

Wheels and Tyres.—Special wheels of the steel disc type designed and built by the Dunlop Rubber Co., with Dunlop tyres designed after a series of special tests to ensure their being capable of standing up to the high speeds anticipated.

Engine.—The engine is one of the latest type Napier racing engines, as fitted to the Glator-Napier seaplane which set up a world's speed record of 336 m.p.h. Special permission has had to be obtained from the Air Ministry for the use of the engine by Capt. Malcolm Campbell.

Only certain information is allowed to be divulged, as it is still on the Air Ministry Papers Publication List, and the following is the brief information available:—

Number of cylinders: 12.

Arrangement: Three blocks of four each, one vertical, two at 60 degrees.

Bore: 5½ in.

Stroke: 5½ in.

Horsepower: Approx. 1,450 h.p. at 3,600 r.p.m.

Weight of engine: 1,140 lbs.

Weight per h.p.: 0.78 lb.

Length overall to centre of air-screw: 64.13/16 in.

Width overall: 37½ in.

Height overall: 34½ in.

Clutch.—The clutch is of the dry multiple type, ferodo lined, Messrs. Ferodo having greatly assisted in the design of the clutch.

Gearbox.—Three speed constant mesh, all dog clutches. The gear ratios are 1.53, 2.27, 4.01 and reverse.

Rear Axle.—The central casing of the rear axle is offset 7 in., so as to enable the driver's seat to be brought as near the ground as possible.

The final drive, which for the higher speed has a ratio of 1.55 to 1, is of the bevel gear type. Full floating axle shafts are provided, and the driving dogs at the hub end are formed solid with the axle shafts.

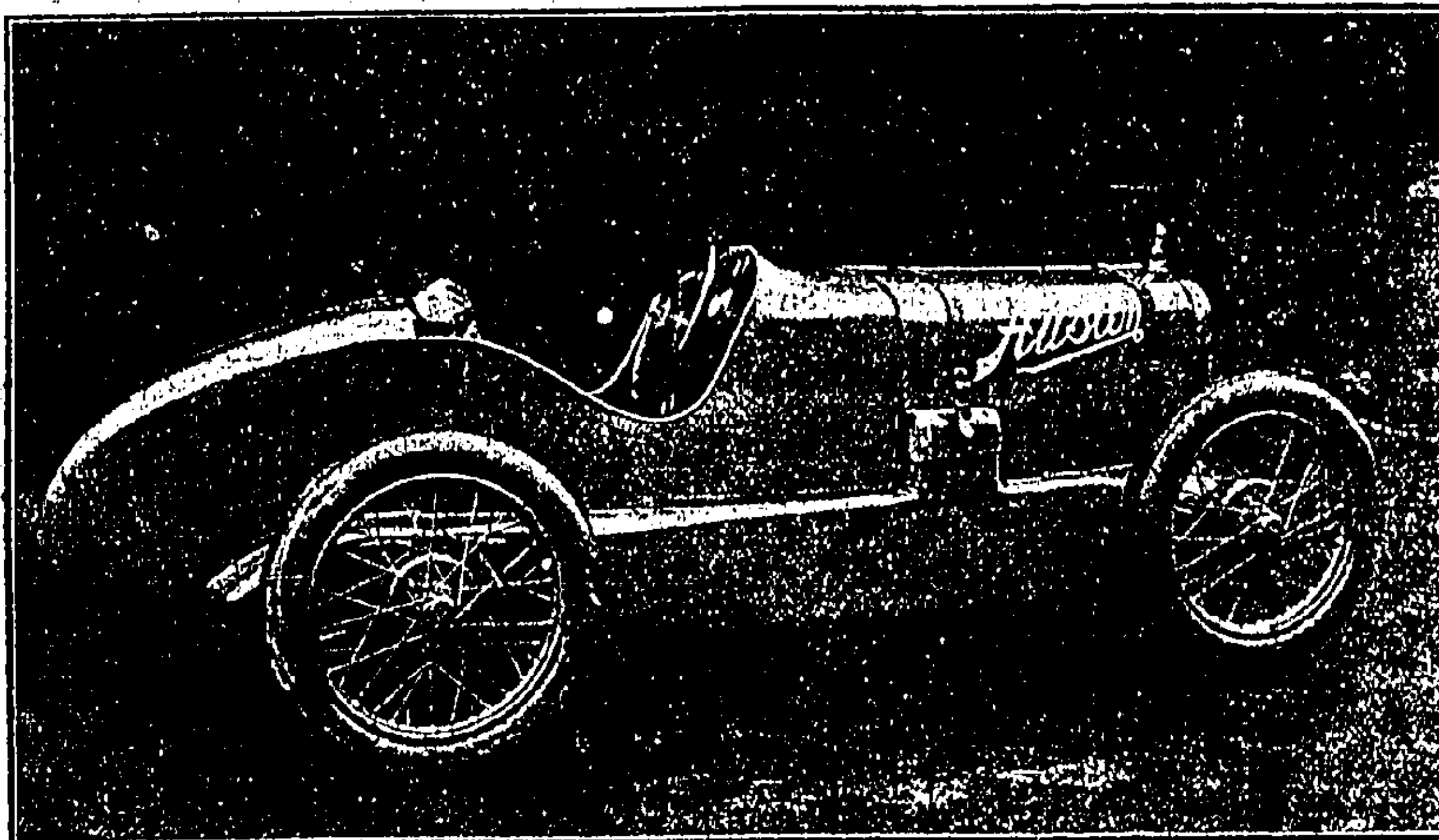
Front Axle.—The front axle is made in two pieces jointed in the middle by substantial flanges and provision has been made for relieving the springs of torsional stresses.

Steering.—Both front wheels are directly controlled by the steering gear, while the track rod is retained. Two Marles steering gears are used in connection with the device, and although the lock of each wheel is directly controlled, the Ackermann action is maintained by the layout.

Suspension.—Half elliptic springs are provided in front and rear, the springs being of the Woodhead type with weldless solid eyes and solid lug plates and rebound clips. The dimensions of the springs are, at the front 3 ft. 1 in., and 4 ft. 2½ in. at the rear. The spring blocks, which are made of Manganese Bronze, are anchoring the spring to the axles by a double set of clamping "U" bolts.

Hartford shock absorbers and silent bloc bushes are utilised and fitted.

(Continued on Page 4.)



The Austin Seven in which Captain Malcolm Campbell secured the International Class H. Record at a speed of 94.031 m.p.h. at Daytona, Florida, on February 6, 1931. This record was previously held by the Austin Seven at 87.7 m.p.h. It is interesting to note that the Seven has secured a greater number of successes than any other car in the world. Also these competition cars are built of standard parts.

lands experts on racing cars, was responsible for the re-design of this new "speed king." As long ago as May last, designs were prepared and a small plasticine model with which exhaustive wind tunnel tests were carried out, to ensure that resistance has been reduced to a minimum, with the result that in the new modified Napier-Campbell was produced a car with a smaller wind resistance than any car of such high power, notwithstanding that the frontal area of 14.5 sq. ft. is greater than that of the "Golden Arrow."

The chassis was designed to enable Capt. Campbell to sit as low as possible. The central casing of the rear axle was, therefore, offset 7 in., with the result that the driver's seat is only 10 in. from the ground.

The two rear springs have different camber, so that when the car is at rest the body is slightly tilted to the offside. This provides that when engine torque comes into play, the chassis is brought on to an even keel.

A fireproof bulkhead is fitted immediately behind the engine, so as to obviate risk of danger to the driver in the event of fire.

The body is ingeniously arranged. Its framework of steel tubes is covered with aluminium panels. The body is in four sections. The tail portion, the only fixed part of the body, is designed on aircraft principles and gives the car the appearance of an aircraft fuselage on wheels. Another section encases the powerful Napier engine, whilst the cockpit, built specially round Capt. Campbell, is connected to the engine cowling by the third section of the body.

Baby Cars Tower Above New

Speed Cars.

The height of the scuttle from the ground is less than 45 in., lower than the popular "baby" cars, whilst the chassis clearance is only 5 in.

once has had to be sacrificed to reducing wind resistance.

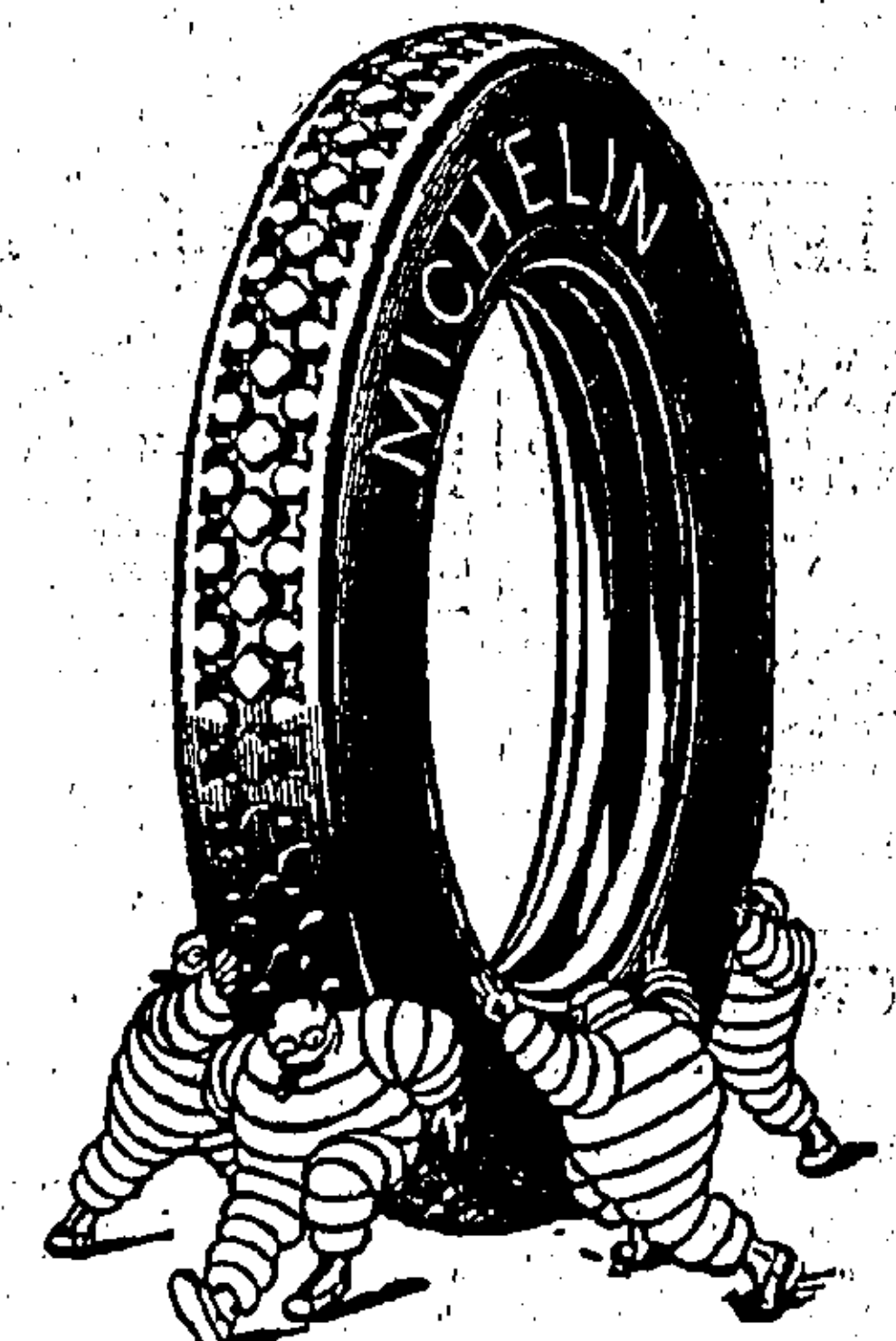
Special fairings have been fitted to all four wheels. To obtain the greatest advantage from these, they have been built close up to the tyres. They are constructed of stout aluminium with the exception of a 5 in. overhang which is of smaller gauge. This is arranged so that should a tyre become deflated by a cut and the tyre hit the overhang, this would crumple up without harm to the remainder of the wheel fairing or possibility of overturning the car.

A specially designed Triplex glass screen is fitted.

Chassis.—The frame is underslung under the rear axle to provide a very low layout, the centre of gravity being considerably under the centre line of transmission.

Tubular cross members are used throughout, some of which are made out of solid forgings and machined. The engine is supported on a sub-frame, made under a similar principle as the chassis, and providing a three-point suspension by one spherical socket in the front and two at the rear.

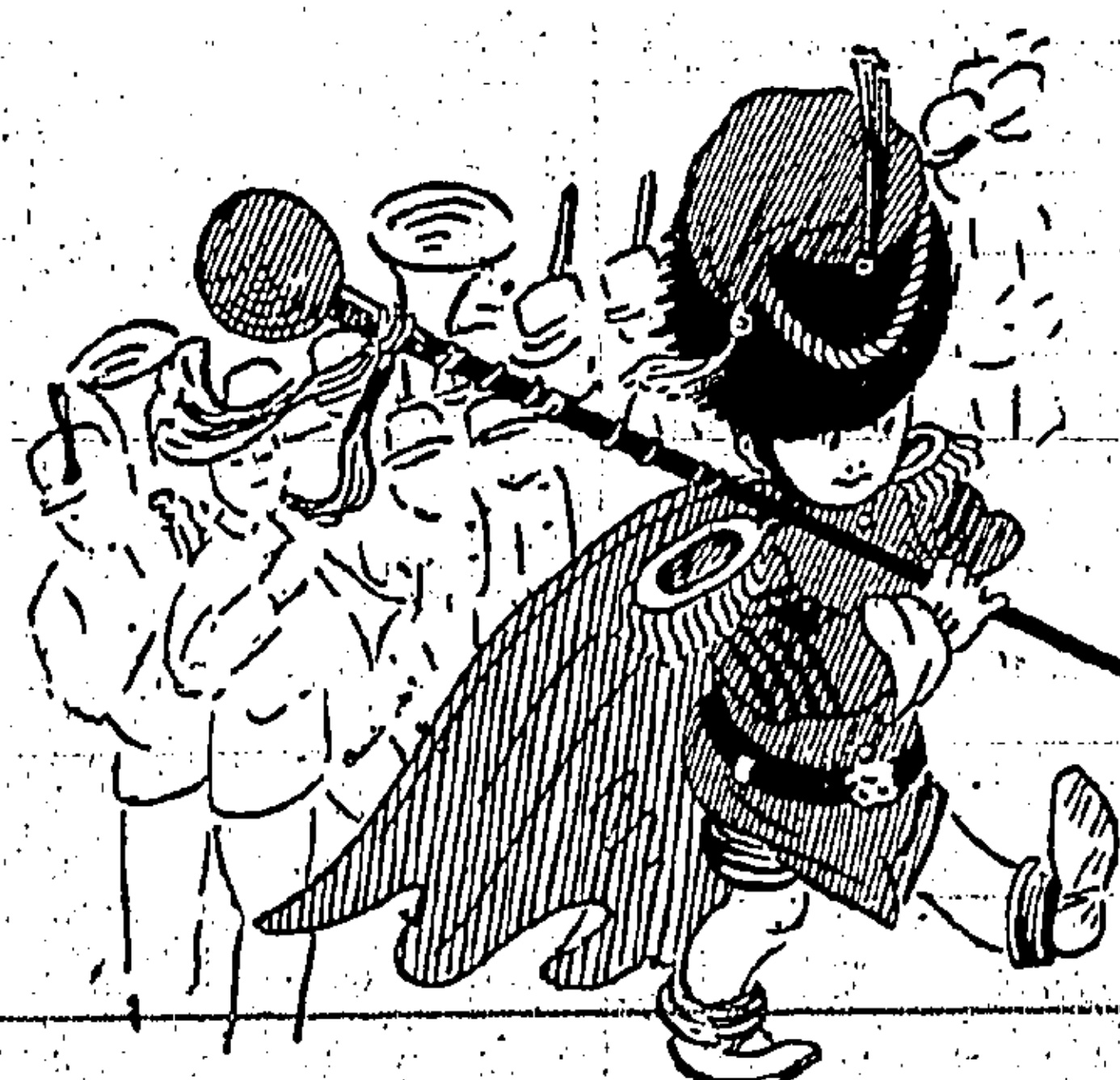
MICHELIN FOR STRENGTH



Tel. 2 4 8 2 1 Distributors: A. GÖEKE & CO. CHINA BUILDING, 4TH FLOOR. Depot:—FIAT GARAGE: 350, HENNESSY ROAD. Tel. 2 4 8 2 1

"ALWAYS IN FRONT"

SOCONY
 GASOLINE
 plus
 MOTOR OIL



STANDARD OIL CO. OF NEW YORK

CENTRAL THEATRE

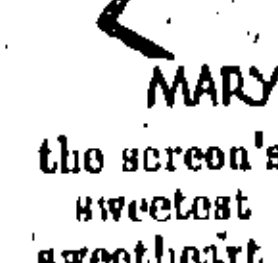
TO-DAY ONLY
At 2.30, 5.10, 7.15 & 9.20 p.m.S. S. Van Dine's Most Daring
Philo Vance Thrill-Mystery.

Murder done before your eyes! Vance right on the spot! You suspect who you pick the guilty person! That's

THE
BENSON
MURDER
CASEWilliam
Powell
A
Paramount
Picturewith
WILLIAM POWELL
as PHILO VANCE

Wednesday, Apr 29

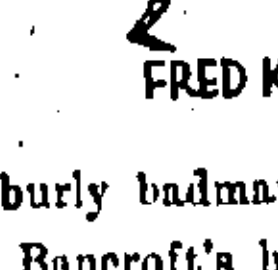
ALL OUTDOORS!

RICHARD
ARLENa fighting lover
you can't resist!

MARY BRIAN

the screen's
sweetest
sweetheart!Zane Grey's
THE LIGHT OF
WESTERN STARS

HARRY GREEN

The comic
cowboy!

FRED KOHLER

burly badman of
Bancroft's hits.

A 1931 PARAMOUNT PICTURE

COMING COON

THE HIGH AND DIZZY
COMEDY THRILLER!HARRY
LANGDON

SLIM

SUMMERVILLE

BESSIE LOVE

Bubbling and
sparkling with fun
and frolic!SEE
AMERICA
THIRSTDirected by
William CraftBooking at Anderson's and
the Theatre (Tel. 25720).

THE SILVER SCREEN.

QUEEN'S THEATRE.
"THOSE THREE FRENCH
GIRLS."

"Those Three French Girls," which Metro-Goldwyn-Mayer will present on Thursday at the Queen's Theatre for three days, might well be subtitled "Making Whoopee in Paris," for this talkie farce contains an amusing series of incidents connected with the French capital as has been shown on the screen for some time.

Heading the group of revellers in the cosmopolitan production is Reginald Denny, who, as the sportive nephew of a wealthy English peer, makes the rounds of the Parisian pleasure resorts and returns to his uncle's home with an ill-assorted group of companions, including the piquante Fifi Dorsay, with whom he has fallen in love; two American ex-doughboys in the persons of Cliff (Ukulele Ike) Edwards and Edward Brophy and their two girl friends, portrayed by Yola d'Avril and Sandra D'Avril.

The unfortunate uncle (George Grossmith) has his hands full with his uninvited guests, whose caprices eventually land them in jail, but the series of complications are finally unravelled and all ends well.

The story is the joint work of Dale Van Every and Arthur Freed, with dialogue by that wittyest of humorists, P. G. Wodehouse. Harry Beaumont, who scored with "The Floradora Girl" and "Our Blushing Brides," directed, and is said to have outdone himself in the matter of lavish scenes and sparkling situations.

CENTRAL THEATRE.

"THE BENSON MURDER
CASE."

Detective stories and mystery stories are two different things, according to William Powell, Paramount screen star, whose three portrayals of Philo Vance in S. S. Van Dine's detective thrillers have made him an authority on the subject of crime for amusement. He is appearing in his third Philo Vance picture, "The Benson Murder Case" at the Central Theatre for the last time to-day.

The series of "murder cases" from the pen of S. S. Van Dine, "The Canary Murder Case," "The Greene Murder Case" and "The Benson Murder Case," are strictly detective stories, says Powell. He points out that the author makes no attempt to trick his audience. Trick lies entirely in the province of the mystery thriller.

"THE LIGHT OF WESTERN
STARS."

Screen fans themselves select the girl friends and boy-friends for favourite stars. Screen fans, therefore, have brought Richard Arlen and Mary Brian together again in "The Light of Western Stars," from Zane Grey's popular story to be shown at the Central Theatre tomorrow.

Arlen and Miss Brian made such a hit in "The Man I Love," their first all-talking picture together, that, when Paramount undertook to make "The Virginian," they were both cast in supporting roles to Gary Cooper. Then, for Arlen's first starring picture, "Burning Up," Miss Brian was again brought forward as leading lady.

The popularity of romantic couples in pictures is carefully gauged by fan comment in mail received at the studio and in fan magazines, and every effort is bent to meet public taste in casting screen lovers. Miss Brian is a popular leading lady, the fans enjoying her performances, with several of their favourite male stars. In "The Virginian," she was leading lady for Gary Cooper, and again supported that star in "Only the Brave." She also found favour opposite Charles (Buddy) Rogers in "Someone to Love" and "River of Romance."

"The Light of Western Stars" is Arlen's second western picture for Paramount. Again, the youthful star will be seen in an outdoor role, such as he played in "The Virginian." The picture is another of the outdoor-all-talking action melodramas which Paramount brought to perfection with its great all-talking epic of the West. It is the first Zane Grey western to be filmed with dialogue.

KING'S THEATRE
HONGKONG'S FINEST CINEMASHOWING TO-DAY
AT 2.30, 5.10, 7.15 & 9.30.

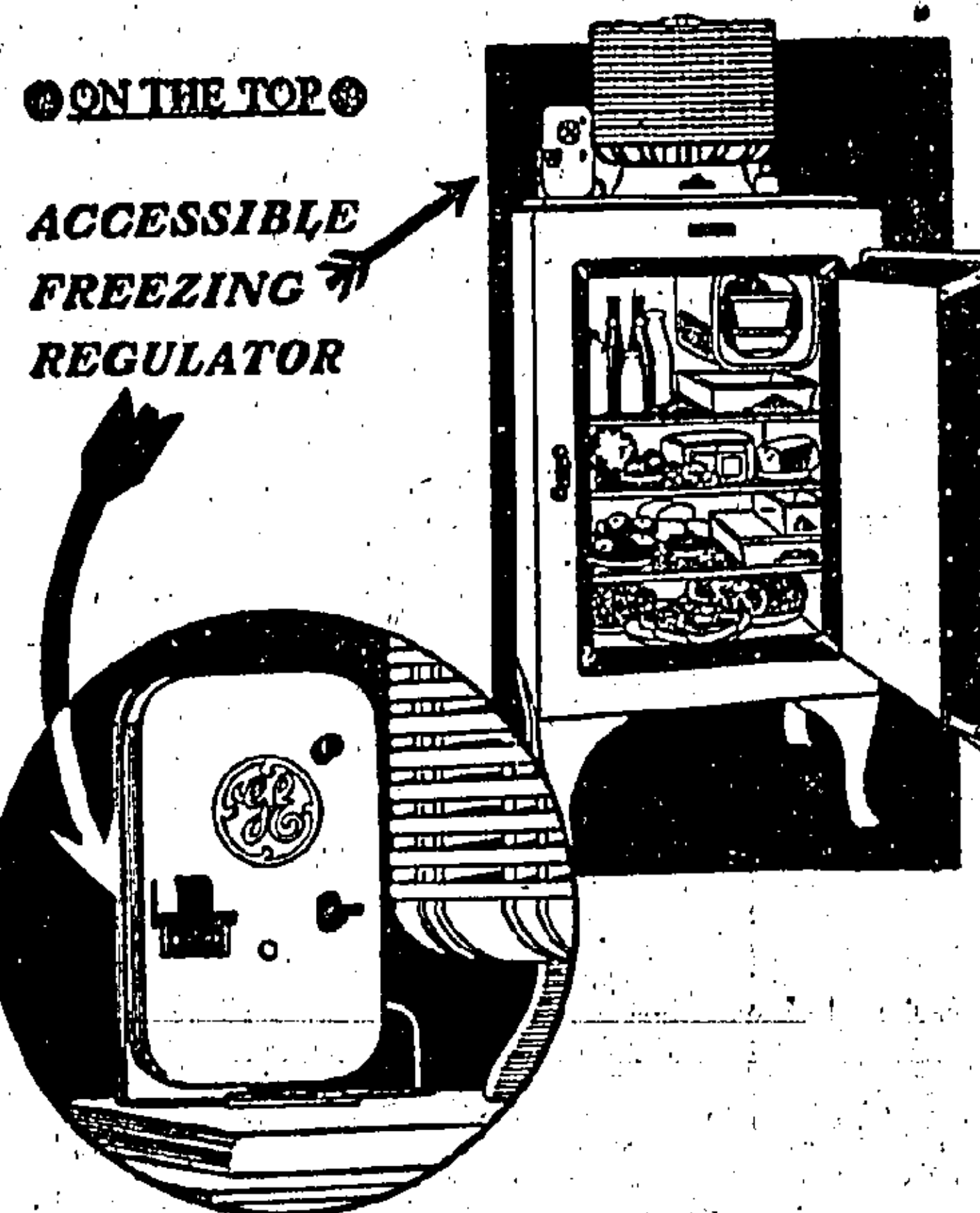
BY REQUEST FOR 3 DAYS ONLY

"INGAGI
(GORILLA)" With SoundA MILLION THRILLS
FROM THE HEART
OF AFRICAN JUNGLE!CREATURES FOUND THAT
ARE APPARENTLY.....
HALF APE &
HALF HUMAN.

Booking at Theatre, Phones: 25313, 25330.

After 15 YEARS of research and 3 YEARS in the home

GENERAL ELECTRIC

Announces a
GUARANTEE 3 YEAR
... on the Monitor Top

that is one of the outstanding achievements in the industry.

General Electric offers you the widest range of refrigerating service—ice cubes, four different zones of temperature, sliding shelves, small operating, and a score of other advantages.

On View at

Hong Kong Electric Company, Ltd.
General Electric Company (China), Ltd.Andersen, Meyer & Company, Ltd.
DAVID HOUSETO-DAY'S WIRELESS
PROGRAMME.BROADCAST BY Z.B.W. ON
355 METRES.11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Weather report, local time.
1.30 p.m.—Rugby Press news, etc.
2 p.m.—Close down.
3 to 8 p.m.—European programme of Columbia records supplied by Messrs. Anderson Music Co.
6 to 6.40 p.m.—

Variety.

Orchestral—"Nights of Gladness"—The London Novelty Orchestra.—MR291.

Humorous Song—"In Great Grandma's Days"—Florence Oldham.—DB410.

Entertainment—"The Tale of Hootcha Kootcha"—Norman Long.—DB412.

Entertainment—"I Had to Go and Draw Another Pound Out"—Norman Long.—DB412.

Chorus—"Is Yer Mammy Always With Ye?"—Kit Keen and Male Quartette.—DB413.

Song—"He's Been a Long Time (Torn)"—Kit Keen (Baritone).

Organ Solo—"My Sunshine Came on a Rainy Day"—Terence Casey.—DB423.

Humorous Song—"There Beant No Flies on We"—Billie Richardson, West Country Humourist.—MR294.

Humorous Song—"Gooseberry Tart"—Billie Richardson, West Country Humourist.—MR294.

Vocal Duet—"Makin' Wicky Wacky Down in Waikiki"—Layton and Johnstone.—DB420.

Vocal Duet—"Bathing in the Sunshine"—Layton and Johnstone.—DB420.

6.40 to 7 p.m.—

Octettes.

"Perpetuum Mobile" (Wider, arr. Crooke).—J. H. Squire Celeste Octette.—9237.

"Valse Caprice" (Rubenstein, arr. Crooke).—J. H. Squire Celeste Octette.—9237.

"Chant Sans Parole" (Tchaikowski, arr. Sear).—J. H. Squire Celeste Octette.—9237.

"An Irish Love Song" (Squire).—J. H. Squire Celeste Octette.—9005.

"An Old Church Legend" (Trinon).—J. H. Squire Celeste Octette.—DB42.

7 p.m.—Stock quotations.

7.02 to 7.27 p.m.—

Band Selections:

"The Nightingale and the Frog" (Eilenberg).

"The Parade of the Tin Soldiers" (Jessel).—The Band of H.M. Royal Airforce.—MR290.

"Hyde Park Suite—Sunday Morning Church Parade—Rotten Row—On the Serpentine—Around the Bandstand" (Jalowitz).—The Regimental Band of H.M. Grenadier Guards.—DX291.

"Regimental March Medley"—Regimental Band of H.M. Grenadier Guards.—9090.

7.27 to 8 p.m.—

A Concert.

Duet—(a) "To My First Love" (Hamilton and Lohr), (b) "You'd Better Ask Me" (Lover and Lohr).

Duet—"The Little Irish Girl" (Tschernacher and Lohr).—Dora Labette and Hubert Eisdoll.—DB431.

Piano Solo—"Wiegand" (Schubert and Godowsky).—Jose Echaniz.—D2333.

Song—"Song of the Highway" (May).—Raymond Newell (Baritone).—DB430.

Violin Solo—"Roumanian Folk Dances" (Dartok-Grekely).—Joseph Szegedi.—2202.

Duet—"In An Old-Fashioned Town" (Harris and Squire).—Joan Foster and Peter Macready.—MR292.

Piano Solo—"Paraphrase on Rigoletto Quartette" (Verdi-Liszt).—Irene Scharrer.—2203.

8 p.m.—Local time, weather report, etc.

8.03 to 11.30 p.m.—Ko Shing Theatre relay.

11.30 p.m.—Close down.

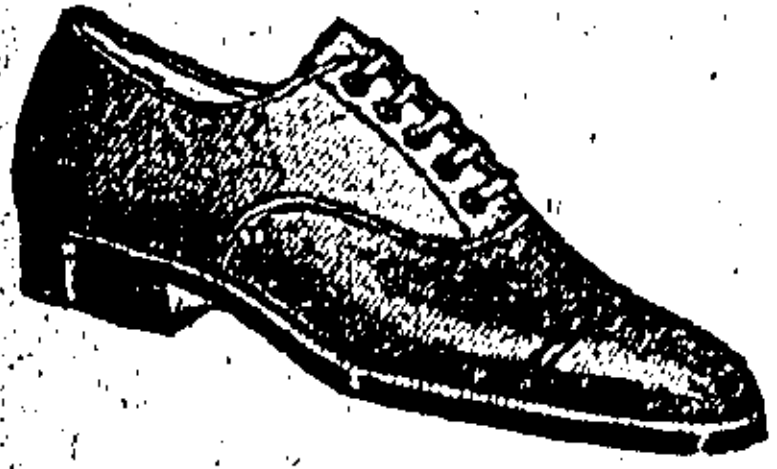
MOVIELAND
FEATURES
FOR
THE WEEK

QUEEN'S

TO-DAY & TO-MORROW
At 2.30, 5.10, 7.15 & 9.20.KING
VIDOR
who made
"The Big Parade" now
brings the
talkie's
mightiest
drama!BILLY the
KIDJohn Mack
BROWN
Wallace
BEERY
Kay Johnson
Karl DaneSPECIAL
GRAPHIC SCENES
OF
LOCAL TRAIN
DISASTERNEXT CHANGE
PARIS
BOUND!Embark
on a voyage
of thrills in
this eye-fall, ear-fall, laugh-fall
farce riot!
with FIFI DORSAY
Reginald DENNYCLIFF EDWARDS, YOLA
D'AVRIL, SANDRA D'AVRIL,
GEORGE GROSSMITHThose
THREE
FRENCH
GIRLS

The Economy of K Shoes

It is because they fit "better" that K Plus Fitting Shoes stay "Fit."



Wear imposes no unnatural strain on K Plus Fitting Shoes. They bend where your foot bends, so they don't crack or sag. The heels are a fitting narrower than the foreparts, and that is why they fit snugly at the ankles yet leave comfortable room for the toes.

After months of wear K Plus Fittings are still "new looking." That is their economy—they stay "Fit."

K SHOES

FOR ALL OCCASIONS.

Mackintosh's

Messrs. Komor & Komor

Beg to announce that the

Spring Exhibition

of

PICTURES

by the foremost artists of Japan opens on

Wednesday, April 29

for one week only from 9 a.m. to 5 p.m.

at their Art Rooms, St. George's Building
Chater Road.

Early comers have the first choice, pictures
sold can be taken right away.

KOMOR & KOMOR
ART AND CURIO EXPERTS

corner of Ice House Street and Chater Road.

COLD STORAGE



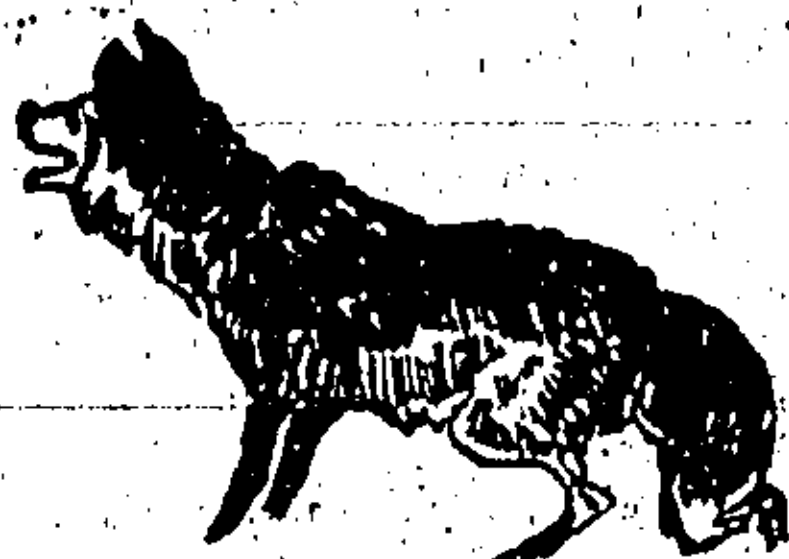
Security
at 20 Cents Per
Cubic Foot
Per Month.

FURS ARE A LUXURY
CARE FOR THEM
OVER THE SUMMER

For Further

Particulars

Apply



The Dairy Farm, Ice & Cold Storage Co., Ltd.

MARRIED 30 YEARS—LEFT NOTHING.

ONCE IN GOOD POSITION:
NOW LETTING ROOMS.

HE GAVE ALL TO CHILDREN
OF HIS FIRST WIFE.

A pathetic dossier revealing the hardships of wives who have been disinherited by their husbands has been collected by Miss Eleanor Rathbone, M.P., and those who are helping her with the Bill which aims to make this kind of will impossible.

During the last month there have been two examples of a wife being disinherited: A millionaire left his wife nothing; a Strentham man who left £1600 bequeathed is, 14d. to his wife.

The letters held by Miss Rathbone show that these cases are more common than is believed. They come from women in all classes of society; but most of them are from middle-class women, unprotected by the marriage settlement which is the custom among the wealthy or the pensions which fall to the widows of insured workers. In a great many cases the disinherited wives had worked all their lives to help their husbands in business.

17 Years in India.

A newspaper representative was shown some of these letters. Here are stories they tell:

A solicitor vouches for the story of a woman who was left a widow two years ago with six children. His business necessitated her husband living in India during the whole of their married life. The wife lived there with him for 17 years, and then came home to devote herself to the education of her children. She had private means which she applied to the benefit of her family, trusting to her husband to make this good out of an ample gratuity due to him with pension on retirement.

Before he died on his way home to England, he drew up a will which, instead of showing gratitude to his wife and thought for his family, left everything he possessed to a former mistress.

The solicitor adds, in fairness, to the sole legatee, that she insisted on giving the widow some of the money.

A man and woman married with less than £100 between them. The wife helped in the business. Then her husband left her for another woman. He then had between £5000 and £6000.

"And he remained with me," the widow writes "that would now be £10,000. Four women were mentioned in my husband's will, but all he left to me was three houses in such a bad state of repair that the cost of reconditioning them left me penniless."

"In Great Distress."

Another woman writes: "I am in great distress because my husband left every penny to a friend and his family. After being married for over 30 years, I have two daughters and a son. My husband acquired the whole of his money from my family and myself. He had nothing whatever when I married him. After being in a good position, I now have to let rooms, and have not sufficient to live on."

A woman who married a widower 20 years older than herself was a devoted wife to him in his old age, and, infirmity. He recently died, leaving the bulk of his property to his children by his first wife. All he left to his widow was £1 a week. Even the home that he had made for the last 13 years has been left to the children, all of whom already have good homes and incomes. She said, "To be unable to carry on for lack of money is very humiliating."

Locked Out.

A woman married a widower with four children, giving up a nest carrying £5 a week and a pension. A child was born a few months before the husband died. When the will was read, the second wife and her daughter were not mentioned.

"My husband's son has locked me out of the house that had been my home," she wrote. "My daughter and I are destitute."

Miss Rathbone's Bill seeks also to deal with cases where men are treated in the same way.

There is a case of a young man unable to earn his living because of arthritis. He and his young wife were trying to keep up a home on her earnings of £1 a week; they live in one room. That man's father died worth £100,000, but did not leave his son a penny.

MAJOR AND A GIRL.

"TAKING CARE" OF £50
NOTES IN WALLET.

MAN SAID TO HAVE BEEN
"BITTERLY DENOUNCED."

As a sequel to a scene at a dance at a West End restaurant in which a retired major and a girl figured, Percy John Richards, aged 35, and Vera Millicent Richards, or Vera Brown, both described as fencing instructors, of Conway-mansions, Lissen-grove, Marylebone, N.W., were committed for trial at Bow-street Police Court on a charge of stealing and receiving a wallet, containing £161 in notes.

Mr. E. B. Knight, prosecuting, said that on February 25 Major James Ernest Summers, retired, of Palace Gate, W., and Miss Muriel Pagett dined together at a Strand restaurant. After some dispute, or difference of opinion, Miss Pagett left and went alone to a ball at another West End restaurant. There she met the two Richards, at whose address she was then living.

During the dance Miss Pagett missed a wallet, which contained £61 in bank notes. She questioned both the Richards, but they denied all knowledge of it. Since then three £20 notes which were in the wallet had been traced as having been cashed by Percy Richards—one in London and two in Cardiff.

"An Arranged Job."

When arrested Percy Richards was alleged to have said: "From what my sister has told me I was of the idea that the money I am charged with stealing was an arranged job, and that Miss Pagett had taken the money from Major Summers without his consent, and had given it to my sister to hold for her, with instructions to get the notes changed into £1 notes. I cashed the notes."

"Out of the money I wired Vera £10. All the money I have left is £25 on me. The other I have spent on drink. Pagett told my sister that Major Summers had given her the money, and that she was going to create a scene in order to get some more out of him."

Vera Richards, in a statement to the police, Mr. Knight continued, said that at the dance Miss Pagett bitterly denounced Major Summers, and said that she had taken the wallet from him to prevent his spending it all, and she wanted money for her baby. Miss Pagett asked her to take the money she had and hide it, and she (Richards) accordingly put the notes in the neck of her gown. Later Miss Pagett asked her to get the notes cashed and take from the money what she owed her.

"To Look After."

It was not true, Mr. Knight said, that the accused couple were brother and sister.

Major Summers, in evidence, said that the wallet belonged to him, and that he handed it to Miss Pagett to look after.

(Continued on next Column.)

INDIANS WEEP AT VICTIM'S DOOR.

SLAIN IN A DARKENED
BEDROOM.

DETECTIVE WHO TRACKED
MAHON IN CHARGE.

Scotland Yard officers are investigating the brutal murder of an Indian, named Idries Ali, whose battered body was found in a room in Victoria Dock-road, Canning Town, E.

Superintendent Savage, one of the "Big Five," who was responsible for the arrest of Patrick Mahon, the murderer of Emily Kaye, has taken charge of the investigations. He is being assisted by Chief Constable Ashley.

Ali, who was 41 years of age, was formerly a serang (chief seaman) on vessels plying between London and Calcutta. About eight months ago he rented a shop in Victoria Dock-road, and recently began a business in live poultry. He had another native as partner in the business. Ali lived alone in a small room at the back of the shop.

His body was discovered by a native named Gheddalla, who, with his white wife, occupies a room above.

Gheddalla knocked on Ali's door, but could get no response. Finding the door was locked, and as no sign of Ali had been seen since the afternoon, they went into the backyard. They found that Ali's window was shut but not fastened.

Weeping Indians.

"I pulled down the window," Gheddalla said "and immediately smelt gas. I climbed in on to Ali's bed. The room was in total darkness, and as I stepped off the bed, I stood on his body. I fumbled my way to the gas bracket and cut off the gas."

"Ali was lying at the side of the bed, fully dressed, and partly hidden by bedclothes."

News of the death of "The Serang," as he was known to all Indians in Canning Town, soon spread, and when the police arrived many Indians were sitting in the hall entrance weeping.

Ali had been battered on the face and at the back of the head. So far as has been ascertained, no money was taken.

Both the doors leading from his passage way and into the shop were closed and the shop blinds were drawn, concealing the room from passers by.

It is stated that Ali had been in the habit of entertaining parties of Indians to card games.

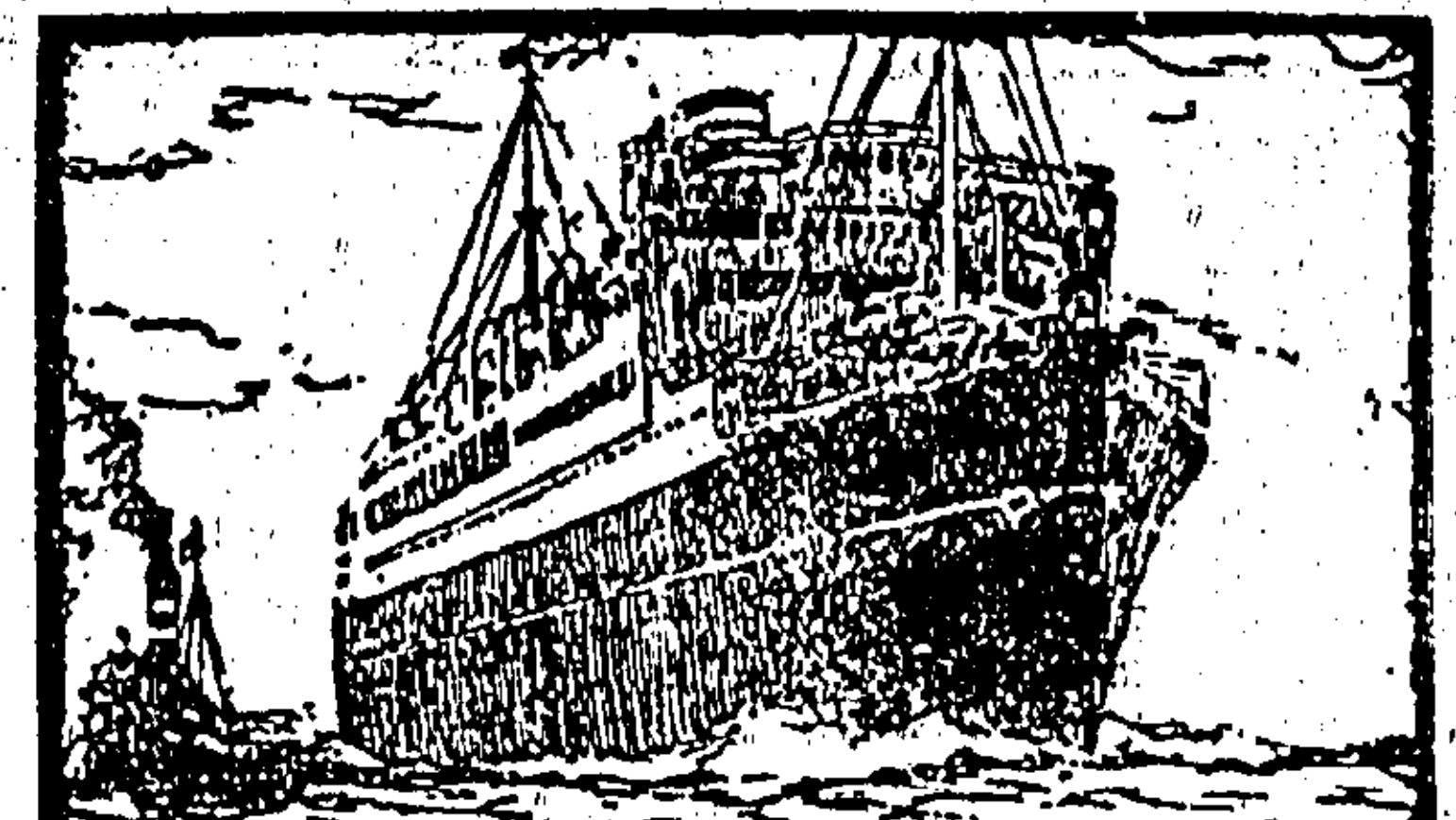
Miss Pagett said that she had seen a passing guest of Miss Richards. She owed her £40.

Asked why she did not give the accused into custody when she first missed the notes, Miss Pagett replied that Major Summers came on the scene soon afterwards and took everything in hand. He advised her not to prosecute.

Mr. A. Thomas (defending)—I suggest that you gave this money to Miss Richards.

Miss Pagett—No.

Both the accused, who pleaded not guilty and reserved their defence, were committed for trial. Bail was refused.



N.Y.K.'s magnificent new liner
"CHICHIBU MARU"

Sails HONG KONG

10 a.m., 29th April

for Shanghai, Japan, Honolulu and California ports.

SHANGHAI RACES

Intending racegoers can purchase round trip tickets by this sailing, returning by "Tateuta Maru" sailing Shanghai 6th May, arriving Hong Kong 8th May.

N.Y.K. Line, Hong Kong Branch, Tel. 30291.



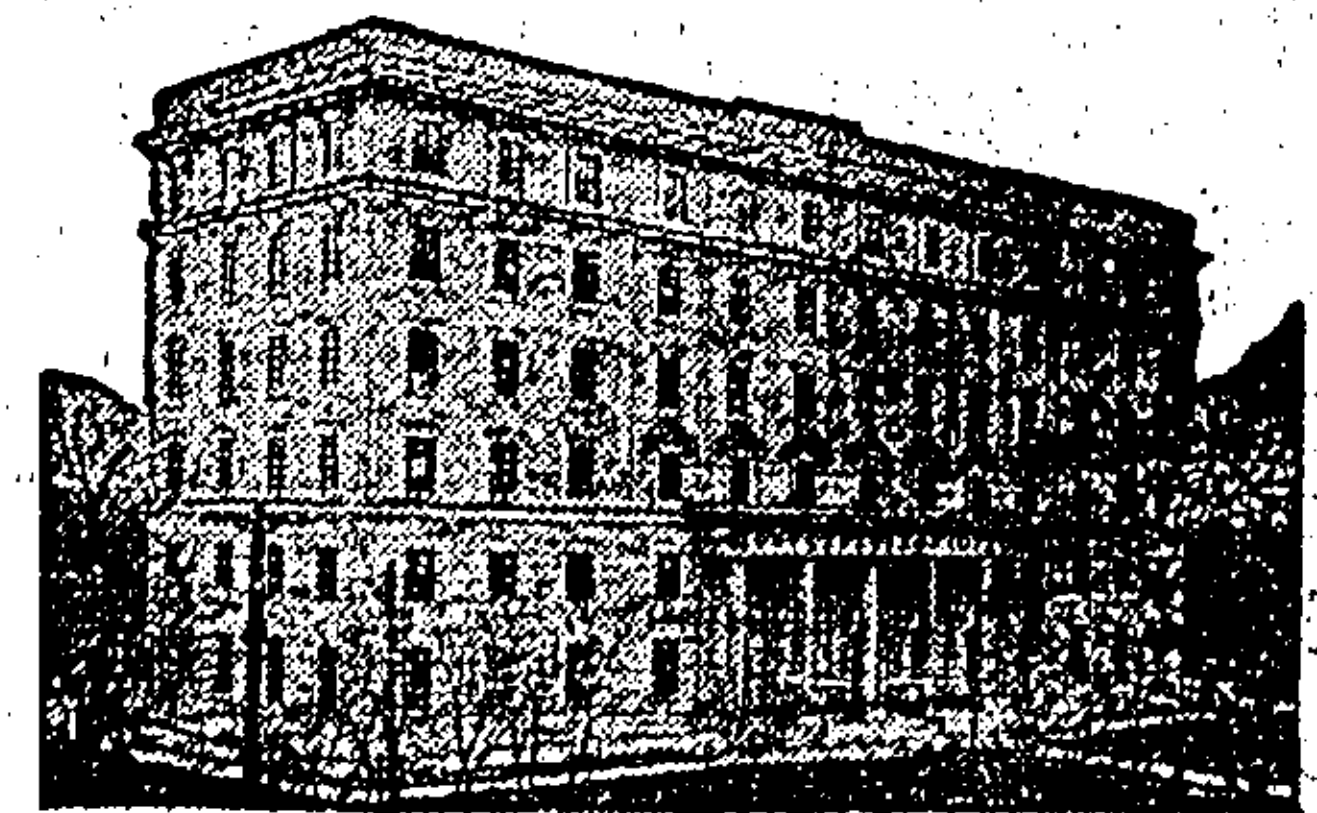
"A noteworthy effect of Sanatogen is a better appetite which is generally perceived within three or four days of commencing this nerve food," writes a London physician.

NO APPETITE?

Your lack of appetite is due to "nerve weakness." Strengthen your nerves with Sanatogen, the finest tonic-food obtainable. Sanatogen builds up new strength in the debilitated nerve cells and revitalizes the whole nervous system. Once the nerves are strengthened with Sanatogen, your nervous complaints, like lack of appetite, stomach troubles and sleeplessness will quickly disappear. Buy a bottle of Sanatogen to-day.

SANATOGEN

The True Tonic-Food
At all Chemists and Grocers.



HEAD OFFICE - TORONTO, CANADA
(Occupied exclusively by the Company)

Buy Money Now
For Future Delivery

LIFE Insurance creates a Savings that is beyond the reach of the daily impulse to spend. Let us show you how to create an estate and provide at the same time for later years through small, regular premium deposits.

Established 1837

THE
MANUFACTURERS LIFE
INSURANCE COMPANY

MR. E. J. R. MITCHELL

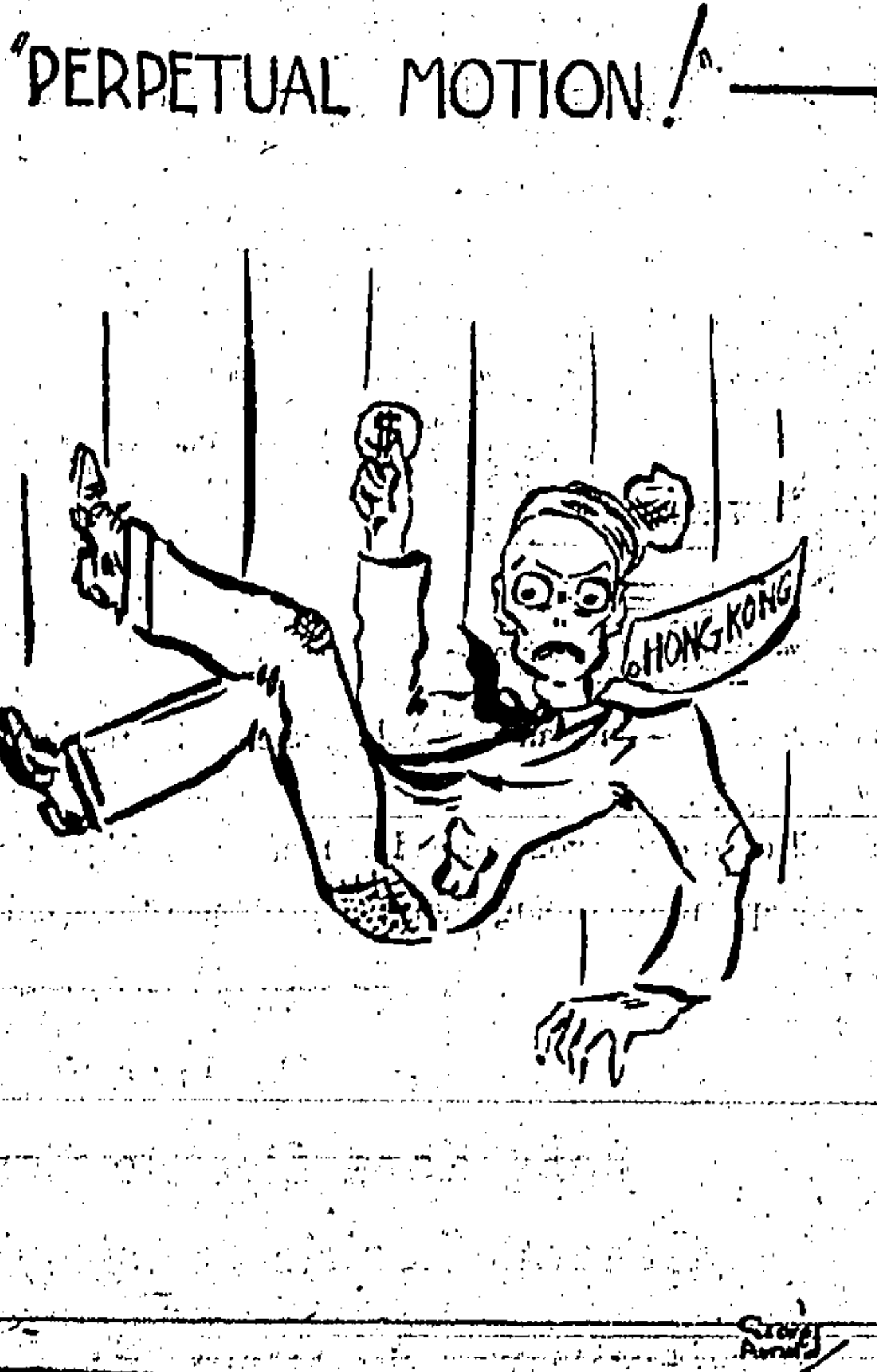
District Manager.
1B, CHATER ROAD. Tel. 20801.

LATEST GRAMOPHONE RECORDS

are obtainable at

THE WING ON CO., LTD.

(Music Department)



THAT DOLLAR!

NEW ADVERTISEMENTS

PORT WORKS DEPARTMENT OF MACAO.

NOTICE.

NOTICE IS HEREBY GIVEN that on the 1st JUNE 1931, at 11.00 A.M. in the PORT WORKS DEPARTMENT at MACAO, the Committee appointed by the Government (O. Juri) a quo se refere o artigo 12º do Regulamento Geral da Missão de Melhoramento dos Portos will receive BIDS, by PUBLIC AUCTION, for the Purchase of the Dredger "CARLOS DA MATA" in Good Working Order with all Gear and Fittings, but without Coal and Oil.

DREDGER "CARLOS DA MATA"

Principal Dimensions:—
Length ... 121' 6"
Breadth ... 25' 0"
Draft ... 7' 0"
Propelling speed ... 7 knots.

Steam Engine
Three Cylinders:—
I.H.P. ... 350
Diam. Cylinder H.P. ... 17"
Diam. Cylinder I.P. ... 12"
Diam. Cylinder L.P. ... 32"
Stroke ... 155
R.P.M. ... 125

Electric Engine:—
Vertical Engine of One Cylinder joined to the Dynamo of 3 K.W.H. and 60 Volts.

Cylindrical Boiler
Size:—
Length ... 10'
Diam. ... 10'
Number of Furnaces ... 2
Working Pressure ... 120 lbs. Per Sq. In.

Capacity of Ladder Dredger:—
Single Ladder situated along the Centre Line of the Vessel.
Capacity ... 250 Cubic Meters Per Hour.
Maximum Dredging Depth ... 38 Ft.
Number of the Buckets ... 31
Buckets Capacity ... 400 Liters.

CONDITIONS OF SALE.
1.—Bids shall be made by Sealed Tender, addressed to the Committee referred to, Not Later Than 11.00 A.M. on 1st JUNE, 1931, and the Lowest Bid that will be acceptable is \$20,000.00 (Twenty Thousand Dollars) Hong Kong Currency.

2.—Every Bid, to be acceptable, shall be accompanied by documentary proof of the Deposit having been effected in the Macao Branch of the Banco Nacional Ultramarino of the sum of \$2,000.00 (Dollar Two Thousand) to the order of the Committee.

3.—Bids should be made in Dollars of Hong Kong Currency, will be Opened on the 1st JUNE, at Noon, at the PORT WORKS DEPARTMENT, in the presence of the Committee referred to above and all those Bidders who may be present. In the event of a Public Auction there will be a Public Auction between such Bidders whose Sealed Bids may have been equal.

4.—The Committee reserve to themselves the right of refusing to accept any Bids or of annulling the Auction, if it should not be found convenient to accept the Bids offered.

5.—The Bids to whom the Dredger shall be sold shall pay the Total Sum of his Bid within THREE DAYS, i.e., Not Later Than Noon of the 4th JUNE 1931. The Committee reserve to themselves the right of refusing payment by Cheque. If the Successful Tenderer should fail to pay the Sum or to tender in this time he will forfeit the Deposit made, which will then revert to the Government.

6.—After the Adjudication or in the event of Annulment due to Non-acceptance of Bids made, all Deposits of Guarantee shall be refunded to Bidders.

7.—The Handling over of the Dredger to the Successful Tenderer shall be made in the Port of Macao, as she stands, with all Gear and Fittings, but without Coal and Oil.

The Dredger is Open to Inspection from 10.00 A.M. to 4.00 P.M. Daily from the 10th to the 31st MAY, 1931.

Port Works Department of Macao, 24th April, 1931.

MÁRIO DE CAMPOS NERY, Secretary.

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTIETH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned on TUESDAY, the 19th MAY, at NOON, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the Year ended the 31st December, 1931.

THE SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 5th to the 19th MAY, 1931, Both Days inclusive.

JARDINE, MATHESON & CO., LTD.

General Agents.

Hong Kong, 28th April, 1931. [682]

HONG KONG GENERAL CHAMBER OF COMMERCE.

A GENERAL MEETING OF MEMBERS will be held on MONDAY, the 4th MAY, 1931, at 4.45 P.M. in the OFFICES of the CHAMBER OF COMMERCE, to nominate a Member of the Chamber to the Hon. Mr. J. OWEN HUGHES as Representative of the Chamber on the Legislative Council.

In compliance with Bye-Law 30, Notice in Writing of the Names of Candidates and their Proposers and Secondors must be lodged with the Secretary at least 48 Hours before the Time appointed for holding the Meeting.

By Order,

M. F. KEY, Secretary.

Hong Kong, 27th April, 1931. [651]

Renault's

Fine Cognac

Brandies.

Messrs. RENAULT & Co., established 1835, were the FIRST Cognac firm to ship bottled Brandies to the United Kingdom.

Three Star

Five Star

R.V.O. Very Old

Liqueur Brandy

and

Watson's celebrated

"E"

Very Old Brown

Liqueur Brandy

Bottled by

Messrs. Renault & Co.

SOLE AGENTS:

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

ESTABLISHED 1841.

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF WALTER POATE, FORMERLY OF WOODMANTON, WEST BRITAIN, IN THE COUNTY OF SURREY, ENGLAND, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Probate Ordinance 1897, made an Order limiting the Time for Creditors and others to send in their Claims against the above Estate to the 27th Day of MAY, 1931.

All Creditors and others are accordingly hereby required to send their Claims to the Undersigned on or before that Date.

Dated the 27th day of April, 1931.

JOHNSON, STOKES & MASTER, Solicitors for the Executors, Prince's Buildings, 100 House Street, Hong Kong. [607]

THE HONG KONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 3rd MAY, 1931, Commencing at 2 P.M.

The First Bell will be rung at 1.30 P.M.

MEMBERS' ENCLOSURE.

Members are notified that they and their Ladies must wear their Badges prominently displayed.

No One without a Badge will be admitted to the Members' Enclosure.

Badges admit of Non-Members to the Members' Enclosure and Club Rooms at \$5.00 for Gentlemen and \$3.00 for Ladies (both including Tax).

Badges are obtainable through the SECRETARY upon Introduction by a Member, such Member to be responsible for Payment of All Oaths, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon Application to the SECRETARY, Badges (Limited to One) for the Free Admission to the Members' Enclosure of Wives, Lady Relatives and Friends. Names must be stated when applying.

On No Protest will Children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The Price of Admission to the Public Enclosure is \$2.00 including Tax, for all Persons, including Ladies, and is payable at the Gate.

Soldiers and Sailors in Uniform are admitted Half Price.

Bookmakers, Tip Tac Men, &c., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during the Race Meeting.

Tickets will be obtainable in the Restaurant in the Public Enclosure.

By Order,

C. B. BROWN, Secretary.

Hong Kong, 25th April, 1931. [653]

WEATHER REPORT.

The weather report, forecast and remarks issued by the Royal Observatory, Hong Kong, at 5.30 p.m. yesterday state:—

Depressions remain over North China, Indo-China, and to the North-east of Japan.

Local forecast:—Easterly winds, moderate; fair.

DEATHS.

Fox.—On April 27, at 4.20 a.m., at his residence, 5, Ying Fai Terrace; WILLIAM WALKINSHAW Fox, aged 54. Funeral will pass the Monument at 5 p.m. to-day. (San Francisco papers please copy.) [663]

MANWANG.—On March 6, at Alderley, Brisbane, Qux, dearly beloved husband of AMY EDITH MANWANG.

RICHARDS.—On April 21, at Shanghai, ANNA ANABELLE, dearly loved wife of JOHN HENRY RICHARDS; daughter of the late Capt. E. O. LINDSTROM and Mrs. JESSIE LINDSTROM, and grand-daughter of the late Capt. J. C. MACLEOD, Indian Army, Chief Constable of Allon.

Editorial and Business Offices: 11, Ice House Street, Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, APRIL 28, 1931.

THE BRITISH HORSE.

MANY years ago it was confidently predicted that the horse would soon be a rare sight in an industrialised country such as Great Britain. Then, in spite of the development of motor traffic, it became obvious that the horse was not disappearing at such a rapid rate as had been expected. Many hauliers and tradesmen went so far as to assert that, for short distance work where there was constant stopping and starting of the vehicles concerned, the horse was more economical than the motor-vehicle. Others persisted in using horses for van and carriage work out of sheer love of their old favourites. Since the war the saddle horse has again been in great demand. More and more parents are including riding lessons in their children's curriculum, and riding schools have increased in number and flourished in many towns and villages.

Nevertheless the statistics seem to indicate that, including horses of every type, the number has continued to diminish. Should local authorities carry out their expressed intentions to bar the centres of many large cities to horse-drawn traffic, this will deal another blow at the horse-breeder and the horse-lover, and no doubt the number of draught horses at any rate will still further reduced in Great Britain.

But in spite of all the discouraging tendencies of an age of petrol, the horse remains an object of interest and affection to an enormous number of the British people, and the spring horse shows continue to draw great crowds to the Agricultural Hall in London. The shows are staged by the Shire Horse Society, which does everything it can to maintain and encourage the breeding of the greatest, as it is probably the oldest, type of English draught horse.

This year's Shire Horse Show was the fifty-second of its kind. The first London Show was held in 1860, when there were 110 entries. In 1904 the greatest number of entries, 892, was recorded; but since the war the total has been much lower. This year's total was 219 (which was slightly lower than the number entered a year ago), the quality of the exhibits being remarkably high. A most gratifying feature was the well-filled junior classes. The young stallions, particularly the three-year-olds, made a most attractive display. The amount given in prize money totalled £1,900.

After the shire horses came the hunters and thoroughbreds. This year's so-called "Hunter Show" was the forty-seventh annual show of the "Hunters' Improvement and National Light Horse Breeding Society." The number of entries was 222, an increase of 11 over last year's total. In addition there were fifty entered for the jumping classes, bringing the actual total up to 372.

The Hunters' Improvement Society and the War Office endeavour to encourage the breeding of more and better light horses by the system of dividing the country into districts and allotting subsidies in the form of "King's Premiums" to a certain number of thoroughbred stallions in each district. This year the authorities have increased the number of "King's Premiums" from sixty to seventy-five. Any breeder can now find a suitable sire for his foals within easy reach at a moderate fee. In the thoroughbred stallions class there were 133 entries this year, including 35 which were on exhibition for the first time. These new horses included some with excellent records on the turf. The next step is the encouragement of the production of suitable mares, and one step which has recently been taken in that direction is the collecting by the Hunters' Improvement Society of suitable mares and allotting them to responsible breeders.

One of the remarkable features of the "Hunters' Show" is the interest taken in it by women. This year there were forty women exhibitors, and in some of the stands the women's visitors outnumbered the men by three to one. It was a woman also, Lady Wright, who completed two faultless rounds in the jumping with her horses "If Not" and "Toby."

Following the thoroughbreds and Hunters came the ponies. This, the thirty-second annual pony show, organised by the National Pony Society, brought together 245 exhibits, as against 231 at last year's show. There were 73 stallions, 132 mares and fillies, and forty geldings. The Society is doing good work in fostering the breeding of the right stamp of polo ponies, and at the same time developing the best features in all types of British ponies. Indeed, the pony show produces some splendid and most attractive animals. There is something extraordinarily vital in pony blood which imparts the toughest of constitutions and the highest form of equine courage.

The Pony Show has its spectacular as well as its practical side, and this year a feature was introduced which gave special pleasure to the visitors. This was a demonstration by two sections of the Queen's Bays Regiment of polo pony training. It was a splendid performance, performed with the precision that attends careful schooling, and it was all the more creditable in view of the small space afforded by the show arena. It was a fitting end to the round of shows; and it roused the audience to greater enthusiasm than ever for the object of their special affection, the horse.

A GREAT VICTORIAN.

THE late Sir EDWARD CLARKE was one of the last survivors of the great figures of the Victorian age. Only a few weeks ago this famous lawyer celebrated his ninetieth birthday, and so hale and vigorous was he that it was hoped he would be spared for several years to come. Sir EDWARD CLARKE was in his heyday during those peaceful times when Queen VICTORIA was the Grandmother of Europe, and, in the absence of graver issues, such as now confront us, the legal battles waged in the courts, and the Counsel who conducted them, loomed very large in the public eye. To-day there is interest certainly in crimes like that of ROUSE, of Podmore, who burnt his own mother to death, and in the strange mystery of Mrs. HEARN. But we read and pass on. No case, except, perhaps, that of BYWATER and Mrs. THOMPSON, has moved post-war England as did the Fenge case, in which Sir EDWARD CLARKE then a struggling junior, first found himself in the limelight. Sir WILLIAM JENNEN, the inventor of modern vaccination, gave evidence at that trial, and after the verdict an intensive agitation on behalf of the convicted persons, two men and two women, who had jointly starved the wife of one of the men to death, was led by CHARLES READ, the novelist. Sir EDWARD became one of the leading siles of the day, being matched against such giants as Sir CHARLES RUSSELL, Sir HENRY JAMES, and later a younger star from Ireland, Sir EDWARD CARSON. It fell to Sir EDWARD CLARKE to cross-examine the late King EDWARD, then PRINCE OF WALES, in the famous Baccarat case, when charges of cheating went round. Without Oscar Wilde, and nearly secured the dramatist's acquittal, in the face of CARSON's merciless prosecution and the general anger of England.

Self-educated, and the son of a small tradesman, Sir EDWARD came of sturdy Puritan stock. He was Lord Salisbury's Solicitor-General, but he resigned, and left politics at a protest against the Boer War in 1914, and nothing would tempt the veteran's pluck back to the courts; he was too deeply immersed in scholarly study of the New Testament. Typical among the men of his time, he was something of a rebel at heart, and, for all his personal strictness and simplicity, he was not one who could see no good in the present age. We do not laugh quite so rudely as we once did at the Victorian—those who knew Sir EDWARD CLARKE remembered that he was one of them.

★ News and Views ★

London's "Toughest Dive."

Some of the streets off the Victoria Dock-road, where an Indian was recently found battered to death, have the reputation of being the "toughest dive" in London. But London is not what it was; and, although in some parts the police go about in couples, even in the "toughest dive" the stranger is not likely to encounter trouble unless he simply asks for it.

Realism.

Much excitement was caused in London by a mannequin demonstrating the latest in pyjamas in bed. "This seems to be the logical place to demonstrate pyjamas, and I hope our great stores will extend this movement for realism at dress-parades," says a London diarist, who adds: "Bathing-suits, for example, should be demonstrated in a vast aquarium, because just as pyjamas look different in bed, so a bathing-suit looks different when wet. Waterproofs, too, should be shown in an artificial shower. As to riding-costumes—well, the only reasonable thing to do would be to bring in the mannequin riding on a horse. But I do not know how one could introduce a touch of realism into the demonstration of flying-kit, unless it were staged at an aerodrome."

The Cable Companies.

We draw the attention of the Cable Companies and the local Chambers of Commerce to the complaint in to-day's correspondence column. Surely there is no valid reason for eliminating the excellent cable service with Amoy and Foochow which the Colony has enjoyed for many years? We understand that this is a matter between the Nanking Government and the Cable Companies, but as news was received about New Year that a preliminary agreement had been signed by the parties concerned, giving the Companies the right to work their cables for the next 14 years, we fail to understand this first result of the negotiations. Has the Nanking Government gone back on its word or is it unable to control its servants in Fukien? Are the cables to be idle as far as Amoy and Foochow are concerned and business-men, Chinese as well as foreign, in these ports to suffer because of the action of a few officials? We think the Chambers of Commerce would do well to point out to the Nanking Government that in these days of extrajurisdiction it is not to their advantage to alienate so little control of their own officials and so unhappy a result of their rule.

School Teachers and Discipline.

The Education Committee of the H.K.C.C. are a trifle restive about the "irregularity." As far as one can gather any teacher in a school where the parents do not pay for their children's education is liable to censure for any corporal punishment, even if it is applied in that anatomical locality that Nature appears to have provided for such contingencies. It is a curious thing that in those schools where parents pay high fees for the education of their children, one never hears of any complaint if well-earned corporal punishment is administered. It is only in cases where children are paid for by others that parents object to discipline being enforced by methods that time has shown to be beneficial to the young. There are sensitive youngsters to whom the humiliation is worse than the pain, but the average English boy takes his caning stoically, and is glad he didn't get extra work instead!

RESURGAMUS!

I in my chair and you on the arm of it!
Happiness greater than Heaven's was here:
Shall haunt despair rob me of the charm of it!
Always, in memory, you're with me, my dear.

Soft arms I feel like a garment enfolding me:
Softest of cheeks pressing warm against mine:
Sweet lips I seal as so closely you're holding me:
Living again what was more than divine.

Though old I grow and age leave its mark on me,
Still young I'll be with the dream that is mine;
First may burn low and cold winds blow stark on me,
Snugly I'll dwell in the warmth that was thine.

Here will I sit and watch the years fade away:
Seeing your eyes shining soft in the gloom:
When life I quit, my frail body laid away,
Love such as yours will hale me from the tomb.

Then like a dove of immaculate purity,
Soaring on wings through the Gates of the Morn,
You'll be my Love in eternal future;
One long sweet day, in a life that's new-born.

JOHN WILLIAMS.

★ Local Notes and Events ★

The Steamboat Company's Canton steamers will now leave Canton daily at 5 p.m.

Mrs. T. Harrington and her daughter, Dorothy, arrived here from Manila by the s.s. President Grant, on a short holiday. Mrs. Harrington is the wife of the British Consul-General in Manila.

At a meeting of the Court of the University yesterday, H.E. the Governor presented the Vice-Chancellor, Sir William Hornell, with the Letters Patent conferring upon him the title and dignity of a Knight Bachelor.

Private W. J. Redman, South Wales Borderers, was charged before Mr. E. W. Hamilton at Kowloon Magistrate yesterday, with having assaulted an assistant cook, Ma Chi Pui, at Chiu Wo Street, on Sunday. He pleaded not guilty and was remanded until to-day.

A general meeting of members of the Hong Kong General Chamber of Commerce will take place on Monday, May 4, at 4.45 p.m. to nominate a member to serve on the Legislative Council in place of the Hon. Mr. J. Owen Hughes, who has resigned.

An extension of time for seven days in which to file an allotment of shares of the South China Cold Storage Co., Ltd., of 20, Des Voeux Road Central, was granted by the Chief Justice (Sir Joseph Kopp) in the Supreme Court yesterday. Mr. H. G. Sheldon (instructed by Mr. G. N. Tinson, of Messrs. Johnson, Stokes & Master) in making the application, pointed out that an allotment of 300 shares was not filed within the time required by law owing to a misunderstanding on the part of the directors.

The Inter-School sports are to be held at Caroline Hill to-morrow, commencing at 2.30 p.m. There is a most attractive programme, and at the close the prizes will be distributed by Sir William Hornell.

John Jensen, aged 28, described as an unemployed ship's fireman, was taken to the Government Civil Hospital shortly after midnight on Sunday, suffering from abrasions to his face, stated to have been inflicted by an American sailor in Spring Garden Lane. The man, a Dane, living at the Seamen's Institute, is believed to have been involved in a fight.

The case against Lai Tak Hing, Ng Kau and Wong Shek for possession of 700 lbs. of tobacco on which duty had not been paid, at Taiipo Road on April 1, came up for decision before Mr. E. W. Hamilton yesterday. The first defendant was also charged with possession of 700 lbs. of tobacco which had been illegally imported, moved or manufactured. After hearing arguments on both sides, the Magistrate fined the first defendant \$500 or six months' imprisonment on the smuggling count, and the other two were fined \$50 or one month's imprisonment each on the possession count.

Three cases of bag-snatching were reported to the police over the week-end. The first concerned an annual who is employed at 403, The Peak. She stated that she was walking along Caine Road and about 2.30 p.m. on Sunday when a Chinese snatched her earrings (valued at \$120) and ran away before the alarm was raised. In the second case Ho Kam, married woman, was the victim. She also had her earrings snatched from her in the same road at 3.30 p.m. on Sunday. A third case, of a Glencely, had her bag snatched from her whilst walking along D'Aguilar Street at 4 p.m. on Sunday. It was valued at \$3.

SUMMARY OF NEWS

Local.

Hong Kong Police Reserve orders. Page 7.

Hong Kong Stock Market: Croucher & Co.'s daily report. Page 7.

Banking dispute in Supreme Court. Page 7.

Motor fatality inquest: European censured. Page 7.

To-day's wireless programme. Page 5.

Sport.

E. C. Fincher entered the final of the H.K.C.C. Tennis Tournament yesterday when he beat M. W. Lo. Page 10.

Latest Cables.

The "wear homespun" movement has invaded Egypt. Page 9.

The Shanghai Zero Club entertained the officers of the German cruiser Emden yesterday. Page 9.

The Prince of Wales and Prince George landed yesterday morning at Pointe Grave (Gironde). Page 9.

Mr. Theodore, Australian Federal Treasurer, announces the raising of a £19,000,000 internal loan. Page 9.

His Majesty King George dined with the Royal Family on Sunday evening for the first time since Good Friday. Page 9.

A glider record has been established at Cassel by Henschel, who remained in the air for over 11 hours. Page 9.

Jack Diamond, the notorious gangster, was riddled with buckshot by a desperate gunman and had to be conveyed to hospital. Page 9.

Commodore Kingsford-Smith took off from Port Darwin for Keapung with the first Australia-England air mail, which he will carry as far as Rangoon. Page 9.

In the House of Commons, replying to questions, Mr. Arthur Henderson said the extrajurisdiction negotiations with China were still proceeding. Page 9.

Strange scenes were witnessed in the London streets when the police armed with census forms made a great round-up of the homeless to be included in the nation's decennial roll-call. Page 9.

Sir Arthur Salter, an expert of the League of Nations, who has been on a mission to China, has completed his mission and sails for England to-morrow via America. Page 9.

In a dense fog and rough sea, the Japanese steamer Tennen Maru, which was on a voyage from Fusan to Chemulpo, went aground and sank, and fears are entertained for the safety of 50 passengers and crew. Page 9.

Looking Back 25 Years.

At noon yesterday Mr. G. P. Lammert offered for sale the wreck of the steamer M. Struve, together with cargo and other goods saved therefrom. The cargo was first offered, but as no bids were tendered, Mr. Lammert said it would be a *cumshaw* to the purchaser of the steamer. Bidding for this started at \$10 and ran up to \$300, at which price it was knocked down to Messrs. Wilks and Jack—*Hong Kong Daily Press*, April 23, 1906.

Looking Back 50 Years.

We remarked recently, when epitomising the revenue and expenditure of the Colony for the year 1880 from the *Government Gazette*, that there was a slight decrease in the expenditure, chiefly accounted for by a diminished outlay of roads, streets, bridges and public works. Now it is well to see economy practised by a Government, but there is such a thing as false economy, where by the want of trifling repairs, a serious expenditure eventually becomes necessary. This is particularly the case with the roads and streets of this Colony, which require constant repairs to keep them in good condition. Many of them are now in a "very bad state," and require retelling, while several of the concrete thoroughfares are in great need of attention, being worn into holes in places. With regard to public works we seem to have come to a standstill, and from appearances we feel constrained to believe that His Excellency has decided upon the adoption of a policy of "masterly inactivity."—*Hong Kong Daily Press*, April 23, 1931.

EXTRALITY
NEGOTIATIONS.MR. HENDERSON DECLINES
TO MAKE STATEMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, April 27.
Replying to questions in the House of Commons, Mr. Henderson said that the extrality negotiations were still proceeding. As he informed the House last week, he was not prepared at present to make any further statement on the instructions sent to Sir Miles Lampson.

His Majesty's Government had fully considered the report of the Commission on Extrality. He added that negotiations were also being carried on by the representatives of the United States, Japan and France.

He was not in a position to give details.

Mr. Godfrey Lock, Lampson asked whether a definite decision about Shanghai would be postponed until Justice Peckham's report was carefully considered.

Mr. Henderson replied that he had seen the report, which would be kept in mind.

Mr. Wardlaw Milne urged that no decision should be reached until Britain was in agreement with other interested Governments.

Mr. Henderson declined to commit himself definitely, while he was prepared to consider the views of other Governments.

Sino-American Negotiations.

(Wah Tsz Yat Pao.)

SHANGHAI, April 27.

According to information elicited from diplomatic circles, important documents in connection with the Sino-American extrality negotiations are expected to be released for publication within a fortnight.

These documents contain the result of the Sino-American negotiations.

AUSTRALIA'S BUDGET.

FINANCIAL POSITION OF THE
COMMONWEALTH.

[THROUGH REUTER'S AGENCY.]

MELBOURNE, April 26.

Australia must aim at securing a balanced Budget by June 30, 1934, was the opinion expressed in the course of a series of resolutions passed by a conference of the Loan Council for the purpose of determining the financial position of the Commonwealth.

The Council have therefore appointed a Committee consisting of Sir James Mitchell (Premier of West Australia), Mr. J. Jones (Acting Treasurer of Victoria), and L. Hill (Premier of South Australia), to survey the future position respecting the Government Budgets, determine the problem as the result of present and future economies, and report to a full meeting of the Council at the end of May concerning any further action.

Another resolution was passed expressing the opinion that the present interest rates should be reduced, requesting the Chairman to confer with the Chairman of the Commonwealth Bank regarding the raising of a loan of £12,000,000 in Australia.

Twelve Million Internal Loan.

ADELAIDE, April 27.

Concluding that a loan is the only immediate means of raising money to relieve urgent necessities, Mr. Theodore announces that the Loan Council has definitely decided to raise a £12,000,000 Internal Loan, half of which is to be used to assist the wheat growers and the balance to alleviate unemployment in all the States.

MAYOR OF LYONS.

ELECTION OF M. HERRIOT
CONFIRMED.

[THROUGH REUTER'S AGENCY.]

LYONS, April 26.

After negotiations between the ex-Premier, M. Herriot, and the Socialists, the former's election as Mayor was confirmed by a majority of 39 votes.

Eleven members abstained from voting.

LEAGUE MISSION
TO CHINA.CHINA'S ASSOCIATION
WITH L.O.N. ADVANCED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 27.

Sir Arthur Salter, who has concluded his mission to China, is sailing for England tomorrow via America.

Interviewed by Reuter, he stated he was more than satisfied with the results of his mission, which represented an important step forward in China's association with the League of Nations, and a practical working contact had been established under which the League experts would be called on from time to time to assist in the elucidation of China's problems.

SOLDIERS MUTINY NEAR
SWATOW.

(Wah Tsz Yat Pao.)

Swatow, April 26.

A regiment of the 62nd Division (under the command of General Heng Han Ping) stationed in the Lukfung District, near Swatow, mutinied on the 23rd inst., and looted and burned until they were overcome by Government troops.

About 250 of the mutinous soldiers were rounded up.

GENERAL CHEN TSAI TONG.

MILITARY DUTY BEFORE
NANKING.

(Wah Tsz Yat Pao.)

CANTON, April 27.

It is officially reported that General Chen Tsi Tong, the Commander of the 8th Army Route, has decided not to proceed to Nanking to participate in the People's Convention on the ground that his presence in Canton is necessary to direct the execution of a military training scheme, the aim of which is to increase the efficiency of local military units in the outlying districts of Canton.

General Chen Ming Shu, who was to leave for the North at the end of this month, has also decided to postpone his departure until May 3, due to Sir William Peel's visit to Canton on May 1.

GERMAN GLIDER RECORD.

ELEVEN HOURS IN THE AIR.

[THROUGH REUTER'S AGENCY.]

CASSEL, April 27.

Henschel broke all the German glider records by remaining in the air 11 hours, and 1 minute.

ILLEGAL OPERATIONS IN
GERMANY.PETITION AGAINST CHANGE
IN PENAL CODE.

Berlin, April 19.—Professor Albert Einstein is among the signatories to an appeal for a quaint new form of agitation against paragraph 218 of the German penal code relating to operations for abortion. It is proposed by the signatories to gather the signatures of hundreds of thousands of women who at various times have undergone such illegal operations and now together invite criminal prosecution, the idea being to show that the law as it stands is impracticable, ineffective and harmful.

The signatories include many noted writers and notabilities of both sexes. The problem was brought to the fore again when the Stuttgart authorities recently arrested the well-known writer and physician, Dr. Friedrich Wolf, and Frau Dr. Kienle on a charge of having performed a large number of such operations. Both pleaded guilty but declared that they had acted merely in the best interests of morality and social welfare. The main opposition to a change of the law comes from Protestant as well as Catholic Church circles.

SHANGHAI ZERO
CLUB.EMDEN OFFICERS
ENTERTAINED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 27.

A function of the greatest significance amongst Shanghai's international community took place today when the Zero Club, comprising British ex-service men who volunteered for the war from Shanghai, entertained the officers of the German cruiser Emden, now visiting the port.

The Zero Club president referred to the courageous and chivalrous way in which the original Emden had done her duty. Now that the bitterness and misunderstanding had passed they could say to the Emden "Pass, friends, all's well." Captain Witthoff, who was an officer on board the original Emden under Captain Muller, and the German Consul-General replied, and said they regarded the gathering as a sign of growing friendship and mutual appreciation of former adversaries.

"WEAR HOMESPUN" MOVE-
MENT IN EGYPT.TO OBVIATE IMPORTING
TEXTILES.

[THROUGH REUTER'S AGENCY.]

CAIRO, April 27.

A "wear homespun" movement is invading Egypt and appears as an appeal prominently featured in the vernacular papers signed by the directors of the Egyptian Spinning and Weaving Company in announcing an increase of capital to £200,000, stating that their object is to work Egyptian cotton in order to obviate the necessity of importing textiles.

PRINCE OF WALES AND
PRINCE GEORGE.EXPECTED TO ARRIVE IN
LONDON TO-DAY.

[BRITISH WIRELESS SERVICE.]

RUGBY, April 26.

The liner Arlanza with the Prince of Wales and Prince George reached Lisbon to-day and the Princess disembarked to fulfill a number of public engagements, including the Government banquet and a reception to-night.

The specially-equipped Armstrong Siddeley air liner in which the Princess and staff are expected to fly from Bordeaux to London left Croydon Aerodrome this morning.

The Princess will arrive at the mouth of the Gironde River and disembark from the British cruiser Kent on Monday morning. They are due in London on Tuesday.

Landing at Pointe Grave.

[THROUGH REUTER'S AGENCY.]

POINTE GRAVE (Gironde).

April 27.

The Prince of Wales and Prince George landed early this morning at the little river-mouth port, which was galvanized into unwonted activity in preparation for the arrival of H.M. cruiser Kent, which pulled up at 11.10 a.m. a mile from the landing-stage.

An official party boarded the cruiser and welcomed the Princes before the latter landed to the booming of a salute from the Kent's guns.

GAS-FILLED STREET.
COUGHING CROWD.

An escape of ammonia gas from a brewery in Whitecross-street, London, E.C., during the lunch hours drove workers from offices and warehouses into the street.

Owing to the fine sunny morning the windows of buildings were open, and the wind carried the fumes into many offices.

Coughing and with streaming eyes, men and women rushed out, and others following in a few minutes the street was crowded.

Police hurried to the aid of those affected, and the fire brigade was summoned. Two women fainted.

"It was an extraordinary scene," an eye-witness stated. "People were coughing and spluttering. Artificial respiration was administered to one of the women who fainted. The firemen put on gas masks."

The gas escaped from the brewery of Messrs. Whitbread and Co., which is on the corner of Chiswell-street and Whitecross-street. An official said: "The escape was caused by the bursting of one of the ammonia condenser pipes, and the wind carried the fumes across the street."

JAPANESE STEAMER
AGROUND.FATE OF PASSENGERS AND
CREW FEARED.

[THROUGH REUTER'S AGENCY.]

SEOUL, April 27.

In a dense fog and a rough sea the 2,100-ton steamer Tenna Maru, proceeding to Fusan from Chemulpo, went aground, sinking at 4.30.

The fate of 50 passengers and crew is feared.

Salvage vessels are rushing to the scene.

DAVIS CUP TENNIS.

ARGENTINA AND CHILE IN
AMERICAN ZONE FINAL.

[REUTER'S AMERICAN SERVICE.]

SANTIAGO, April 27.

In the final of the American zone of the Davis Cup tennis competition, Argentina won the singles and now lead by three matches to nil.

Adriano Panatta beat Egan Schoenar 2/6, 6/2, 6/0 and 6/0.

Guillermo Robson beat Lionel Page 6/2, 6/4 and 6/2.

BRITISH ISLES
CENSUS.ROLL-CALL OF THE "DOWN
AND OUTS."

[THROUGH REUTER'S AGENCY.]

LONDON, April 26.

Strange scenes were witnessed in London streets early this morning when the police armed with census forms made a great round-up of the homeless in order that they should be included in the nation's decennial "roll-call."

The "down and outs" sleeping on the benches along the Thames Embankment, and in Salvation Army Shelters all filled up forms, particulars even being taken in two London churches which nightly give shelter to scores of destitutes.

At least one murderer awaiting execution was included in the nation's count.

A baby girl born in Queen Charlotte's Hospital just before midnight got into the census by 15 seconds.

BRITAIN-AUSTRALIA
AIR MAILS.DUE AT PORT DARWIN ON
MAY TENTH.

[BRITISH WIRELESS SERVICE.]

RUGBY, April 26.

The second experimental British-Australia air mail service, operated by the Imperial Airways, left Croydon in a nine-ton Armstrong Siddeley air liner to-day.

The liner was carrying combined Australian, Indian and Central African mail totalling approximately 50,000 letters.

The mail is due at Port Darwin on Sunday, May 10.

The first experimental service encountered delay due to a mishap to the air liner "City of Cairo," near Keopang-Timor, last Sunday. The mails reached Port Darwin to-day in a relief plane piloted by Wing-Comdr. Kingsford-Smith.

First Mail Flight From Australia.

[THROUGH REUTER'S AGENCY.]

PORT DARWIN, April 26.

Commodore Kingsford-Smith took off for Keopang with the first Australia-England air mail.

From Keopang Commodore Kingsford-Smith will fly to Sourabaya, Singapore, Victoria Point and Rangoon.

GANGSTER RIDDLED
WITH BUCKSHOT.GUNMAN ATTACKS JACK
DIAMOND.

[REUTER'S AMERICAN SERVICE.]

New York, April 27.

Jack Diamond, "King of the underworld," has been taken to hospital suffering from a broken arm and ribs inflicted in the Arapoga Inn, near Cairo, New York, early this morning by a desperate gunman who eluded Diamond's body-guard and filled the notorious gangster with buckshot.

HIS MAJESTY'S HEALTH.

NOW COMPLETELY
RECOVERED.

[THROUGH REUTER'S AGENCY.]

LONDON, April 27.

His Majesty King George dined with the other members of the Royal family last evening for the first time since Good Friday.

His Majesty has now completely recovered.

The Court returns to London on May 4.

WRESTLING MATCH WITH
LEOPARD.JAIL WARDEN'S THRILLING
EXPERIENCE.

A hand-to-hand battle with a full grown leopard in the garden of the Central Jail at Jubulpore was the thrilling experience of a head warden on March 15.

At two o'clock in the afternoon, the warden went in search of his dog, which was missing from the night previous. Spotting the dog lying prone in the undergrowth surrounding the garden, the warden unsuspiciously walked up to the spot and, while sorrowfully viewing the dead animal in a pool of blood, he was greeted with a growl and simultaneously the head of a full grown leopard emerged from the bushes.

Taking it to be that of a hyena, the warden dealt it a blow with a stick he was carrying. The beast immediately rose up on its hind legs and retaliated with a slap on the warden's face, knocking out two of his teeth and felling him to the ground.

Then a struggle ensued in which both leopard and man grappled with each other, the latter being eventually overpowered and made a comfortable seat for the animal, who gazed complacently into the face of his attacker.

Convicts working in the grounds, attracted by the cries of the warden, set up a tremendous yell and frightened away the beast, which then gingerly stalked into the adjoining compound of the American Mission Schools, where it caused great commotion among the students of the hostel.

News of the unusual intruder's visit having been flashed about at intervals were not long in arriving, but Mr. Sandas arrived first and despatched the animal with a single shot while it was on its hind legs trying to force itself through a broken pane of glass of one of the closed doors of the hostel.

SCHNEIDER RACE.

COST OF BRITAIN'S
PARTICIPATION.

Some approximate figures of the cost of British official participation in the Schneider Trophy contest were given by Mr. Montague (Under-Secretary for Air) in the House of Commons last month.

In reply to Lt.-Comdr. Kenworthy, he said that the preparations for the contest interacted very closely with the official programme of research and development in high-speed aircraft and engines; and it was very difficult at this stage to give any satisfactory estimate of the total cost, either direct or indirect, of British participation in the race.

He might say, however, that the expenditure which would not have been incurred but for the decision to participate in the contest was estimated at approximately £100,000. The engines purchased in connection with the 1929 contest, which would be utilised in connection with this year's contest, was about £230,000.

This figure, which could not be precisely determined, included the normal programme of high-speed research and development for the period affected.

Lt.-Comdr. Kenworthy: Then no other money will have to be raised by private funds outside Lady Houston's generous gift?

Mr. Montague: I think not.

DEATH OF SIR EDWARD CLARKE.

GRAND OLD MAN OF THE ENGLISH BAR.

EARNED TEN THOUSAND GUINEAS A YEAR

[THROUGH REUTER'S AGENCY.]

LONDON, April 26.

The death is announced of the Right Hon. Sir Edward Clarke, the famous criminal lawyer, in his 60th year.

Hale and Hearty at Ninety.

When Sir Edward Clarke entered on his ninetieth year on February 15, in excellent health, he had the physical and mental vigour of a man a quarter of a century his junior.

Fellow Pupil of Sir Henry Irving.

Born in the City of London, Sir Edward also went to school in the City, at Dr. Pinch's, where Sir Henry Irving was a fellow-pupil. Before being called to the Bar in 1864 he was for some time the editor of a monthly magazine. There were youthful editors in those days, for he was only 19.

Penge Murder Case.

Few of those who figured in the Penge murder case of 1877 survive. It was a horrible affair of the slow starvation of a wretched woman called Harriet Staunton.

There were four prisoners, and all were sentenced to death; one of them, Alice Rhodes, was defended by Sir Edward Clarke, who eventually reprieved, and is still alive in Canada.

Other Famous Cases.

The great Turf fraud came Sir Edward's way; so did the Oscar Wilde case, the Jameson Raid, the Tranby Croft case (in which King Edward, as Prince of Wales, gave evidence, and most of the causes referred up to the close of the nineteenth century.

Nice to Grow Old.

It was very nice to see the almost nonagenarian Sir Edward Clarke at the Mansion House, and he answered felicitations on the anniversary of his ninetieth birthday with the remark, "It is nice to grow old and keep in perfect health. You see, I retired from the Bar in 1914, and I've had 14 years' rest. Most men who retire at 75 don't enjoy that privilege."

Asked if he would follow up his "Life of Disraeli" by expanding his own Autobiography, he said, no, his writing days were done.

Winston and Historian.

"Besides," he added, "who would dream of trying to write history when we have such an historian as Winston Churchill? Do you know, I read the first instalment of his 'Aftermath' to a lady—'yes,' he laughed, 'without glasses—and we both liked every line of it. He and Bickenhead are the political intellectuals of our time.'

Sir Edward talked of Lord Randolph Churchill, saying the son was a scholar and the father never took the trouble to learn his youth.

"Lord Randolph," he added, "owed much of his fame to his two friends Gorst and Drummond Wolff."

Then Sir Edward made a reminiscent speech of 20 minutes without a note, and read the small type of the luncheon menu without spectacles and without the slightest difficulty.

Interest in the vigorous life and personality of the "Grand Old Man of the Bar," as the Lord Chancellor called him, was renewed by his visit to his native City of London almost on the eve of his birthday.

When interviewed at his riverside home at Staines, Sir Edward referred to his visit to the Mansion House Commemoration of King's College Centenary, at which school he studied at evening classes more than 70 years ago.

Sir Edward, as always, wore a light grey frock coat, and radiated brightness by his smiling and handsome presence. His rounded cheeks glowed with health, and his features, set off by the familiar side-whiskers, scarcely showed a wrinkle.

SHOT ON EVE OF WEDDING.

GIRL DEAD, LOVER
WOUNDED.

On her twenty-sixth birthday and the eve of her wedding, Miss Kathleen Borrett, of Aldborough, near Cromer, was discovered shot dead in a field at Aldborough.

By her side Alma Strong, an undergamekeeper, lay unconscious, suffering from gunshot wounds. His condition is critical.

The couple had been keeping company for a time. Miss Borrett having recently left a Norwich situation and gone to Aldborough to look after her aged grandmother, who was ill.

"I made the journey to the City by train," he said. "Oh, no, I am not taken up with motoring, and the railway is so easy to the Mansion House."

Boylah Study and Ambition.

"It was good, to-day, to recall the old days of boyish study and ambition," Sir Edward admitted. "Yes, it is true that the modern boy is better cared for as the result of educational progress, but I do not think he is by any means spoiled."

"There are as ambitious boys now as ever. My faith in the British boy remains unshaken. Look at King's College, and all the evening classes that are going on in London and all over the country. There are crowds of boys working hard putting in extra hours at study after their ordinary day's work."

"My connection with the City of London College, where I was attending evening classes prior to attending King's College, has never been broken, and I tell you there is just as much energy and industry among the boys of to-day."

Asked if he still advised boys to go in for the Bar, Sir Edward said: "The Bar is a great career. It is overcrowded, it is true, but, as Daniel Webster said, 'There is always room at the top—plenty of room for the man who has energy and ambition. As to the remuneration, the fees are larger than ever. Yes the prizes are larger.'"

His Most Successful Year.

Sir Edward acknowledged that his own average income in fees had been more than 10,000 guineas a year, and that his most successful year was in 1922, when his fee books showed a total of £27,000.

"Industry, perseverance, and courage are three essentials to success at the Bar," said Sir Edward, who recalled having told the Hardwick Society in 1904 that a young fellow bent on success at the Bar should be poor, very ambitious, and very much in love. "I had those three advantages," added Sir Edward.

The famous King's Counsel in his declining years still took a keen interest in current law and criminal cases, the more so because of his son's (Mr. Percival Clarke) position as Senior Prosecuting Counsel for the Crown at the Old Bailey.

"There may not appear to be such giant struggles in the courts now as in the old days," commented Sir Edward, "but I think the reason for that impression is that trials are not reported nearly as fully as they used to be."

Rattle-Scatter Life.

"If you will look at the files of the Times of 20 years ago, you will find almost a page taken up daily with reports of details of trials."

He expressed the fear that short or reports of political speeches resulted in some speakers not taking so much care about their oratory. Asked if he used to follow any particular method in the preparing of his speeches, Sir Edward replied, "The life was such a rattle-sketter in those days that it was only sometimes that I had time to prepare a speech carefully."

"But I was accustomed to speaking on the spur of the moment through my training in the courts. That was how I came to reply to Mr. Gladstone in 1893 immediately after he had introduced the second Home Rule Bill."

"I have had wonderful health, partly owing to not smoking," said Sir Edward, on being congratulated that he had escaped the prevalent influenza. "I gave up smoking 40 years ago, and ever since I have rejoiced that I did so. I have always taken walking exercise, and believe in moderation."

Reading was still one of his recreations. His Life of Disraeli was published as recently as the summer of 1920.

A Premonition.

Her grandfather said that Miss Borrett was to have been married to Strong. She went out at nine o'clock the previous morning and did not return.

Later, the grandfather learned of the tragedy, and exclaimed:

"I knew something would happen! I've felt like it all day."

Beside the couple was a double-barrelled gun, which had been discharged recently.

Miss Borrett, who had been in domestic service, was 26, and her fiancé 28. The girl's mother is at present in Canada.

Ringworms On Scalp Had to Shave Head Cuticura Healed

"We had to shave our little boy's hair off on account of ringworms that broke out on his scalp. He had many sleepless nights on account of the terrible itching. I had to bandage his head and put gloves on his hands when he went to bed. It caused us a lot of anxiety as the child got quite thin and was very irritable. The trouble lasted eighteen months."

"We began using Cuticura Soap and Ointment and they helped him, and after using one tablet of Cuticura Soap and one box of Cuticura Ointment he was completely healed." (Signed) Mrs. Annie Davis, 48, Hopkinton Rd., Hopkinton, N. H., Fort Myer, S. Wales.

Clear the pores of impurities by daily use of Cuticura Soap, with touches of Cuticura Ointment as needed to soothe and heal. Cuticura Talcum is fragrant and refreshing, an ideal toilet powder for every member of the family.

Sample each Soap, Ointment and Talcum free upon request, from Dr. Price & Company, Ltd., P. O. Box 550, Shanghai.

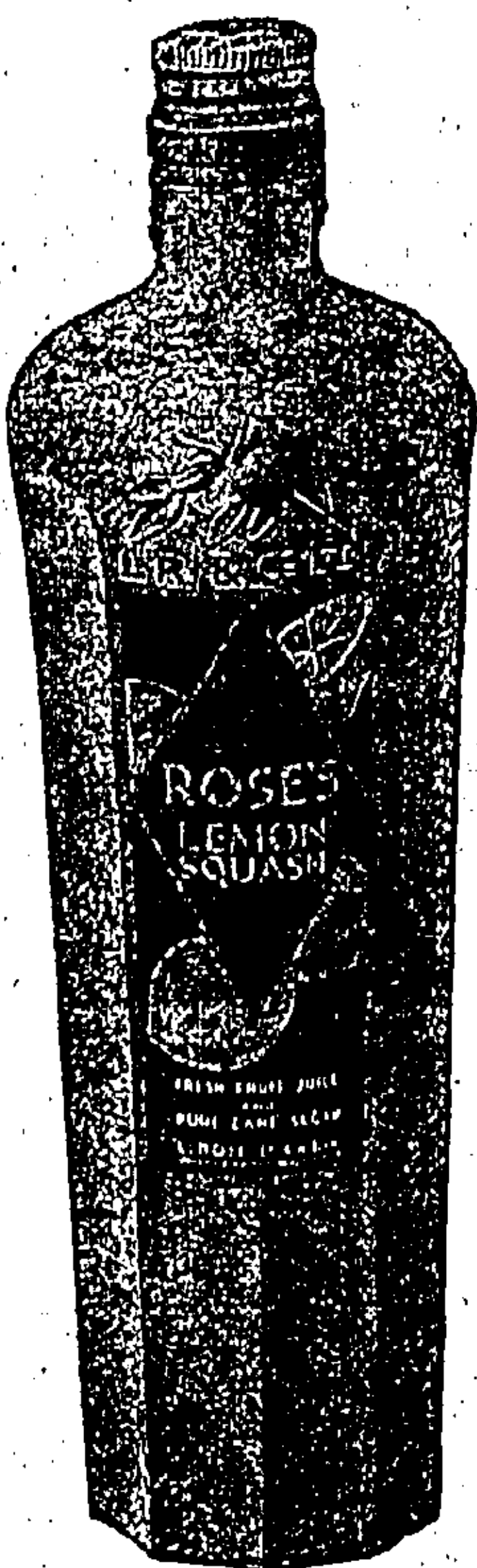
Sold Throughout the World.

KILLGERM THE PERFECTION OF DISINFECTANTS

SEND YOUR ENQUIRY TO THE
ACTUAL MANUFACTURERS

THE KILLGERM CO. LTD.
CLECKHEATON, ENGLAND

Has a
Pleasant "Tang".



Just right after
Tennis.

COME TO WORTHING FOR RETIREMENT OR LEAVE

Or see Executive Director, 100, Victoria Road, 100 HOURS OF SUNSHINE
Average for past 5 years.

THIS Resort is much favoured by Retired Anglo-Indians and Colonials. Golf, Hunting, Pleasant Society, Good Shops, Pier, Pavilion and Daily Orchestra, Concerts, etc. Exceptional Educational facilities. Illustrated Guide and Full Information Free from TOWN CLERK, No. 10, MUNICIPAL OFFICES, WORKING.

CREDIT FONCIER D'EXTREME-ORIENT.

MONTAGNE BANK AND ESTATE AGENTS

"PEAK MANSIONS"

Six-roomed & Five-roomed Apartments

PRINCE EDWARD ROAD, KOWLOON.

Detached and Semi-detached Villas

Modern Construction with Garage.

"CAMBAY BUILDINGS"

Flats with Modern Conveniences.

Sports News

H.K.C.C. TENNIS TOURNAMENT.

E. C. FINCHER IN FINAL
AGAIN.

STRAIGHT SETS VICTORY.

E. C. Fincher, the Kowloon hope for the Open Singles championship of the Colony, distinguished himself yesterday by beating M. W. Lo in the semi-final. He played remarkably well and won in straight sets, 6-4, 6-2, 6-2, maintaining the good form he has shown during the past two seasons. He not only repeated his last year's performance against the same player in the same round, but also proved himself this time to be decidedly the superior player. He thus enters the final to meet C. A. L. Rumjahn on Thursday with as equal prospects as his Indian finalist of winning, while his supporters are confidently relying on him to produce his best form.

Consistency rather than brilliancy carried Fincher through yesterday. He had no need to produce his best form, as Lo failed to stretch him, and except in the opening stages, when the Chinese led by an odd game, there was no semblance of any struggle. Steadiness became the principal feature of the first set, in which both tested each other's strength. Lo had the better of the exchanges, at this stage leading by the odd game from 2-1 to 4-3, but in risking the next game in an endeavour to increase his lead he made several errors, which enabled Fincher to pull off level. The latter then asserting himself, gained an important lead, when Lo made an attempt to draw level, but after carrying the score to deuce once in the tenth game, Fincher ran away with the set.

Fincher Exceles.

Encouraged by a set in his favour, Fincher cleverly exploited his strokes, and at once took the aggressive, which he did not relax. He then appeared to be in fine attacking mood, putting plenty of spin behind his shots and occasionally sending across his newly developed forehand drive, which brought him valuable points. He also had little difficulty in retrieving Lo's shots. Lo was outplayed apparently, but recovered slightly at 1-4, to reduce the margin by one game, only to fall off immediately to lose the second set also. Lo showed no determination to challenge Fincher's supremacy, and after the latter had seized the two opening games, it became obvious that Fincher's ultimate victory would be a matter of time only, which opinion he justified by conceding only two games in the third set.

On the whole, the most marked feature of the match was Lo's weakness. He did not seem to be in the best of health, and after a steady opening, he displayed a lack of confidence at the end of the first set, becoming inconsistent and uncertain in the second set, and then falling to pieces in the third. On the other hand Fincher's game excelled as the match progressed. The Kowloon player kept up a consistent attack right through, during which he showed considerable enterprise, while he mixed his pace so smartly that Lo was sometimes caught with a stinging shot, which left him standing.

YESTERDAY'S RESULTS.

Open Singles.

Semi-final: E. C. Fincher beat M. W. Lo 6-4, 6-2, 6-2.

Open Doubles.

P. Kong and W. T. Lee beat H. Lo and Iu Tak Cheuk 6-11, 6-3, 7-5.

Handicap Singles "A."

R. H. Wild (rec. 3/6) beat J. H. Anderson (owe 3/6) 6-3, 6-1.

H. F. Foley (scr.) beat C. E. Holmes (owe 15) 6-3, 6-2.

(Continued on next Column.)

LOCAL FOOTBALL.

CLOSE OF THE SEASON
ON SATURDAY.

CHAMPIONS "REST."

On Saturday, May 2, the local football season will be brought to a close with a match between South China, champions of the First Division, and the "Rest" of the League, kick-off at 5 p.m. on the Club ground, Happy Valley.

At the close of the game the League trophies will be presented by Mrs. J. Ormiston to the winners in the various divisions and awards to the runners-up.

The following have been selected to present the "Rest" in Saturday's game:—Rodger (Club), Blackburn (A. & S.H.), Ward (R.N.), Hedley (Kowloon), McKelvie (Kowloon) (captain), Lam Yuk Lin (Chinese A.A.), B. Gosano (Recreio), McTavish (A. & S.H.), A. V. Gosano (Recreio), Grimwood, Lanson (Kowloon). Reserves:—Martin, Strange, Hay, Yeoman, London and Hughes.

The revised programme of League games earlier in the week is as follows:—

Wednesday, April 29.

Division I.

South China v. Navy, on the H.K.C.C. ground, instead of Caroline Hill, kick-off at 5.15 p.m. Referee: Ldg. Sig. Archer.

Division II.

University v. Argyls, Kowloon F.C. ground, kick-off at 5.15 p.m. Referee: Mr. J. Lawrence.

Thursday, April 30.

Division I.

The postponed Club v. Kowloon match will be played on the H.K. F.C. ground, kick-off at 5.15 p.m. Referee: Art. Bdr. Brown.

A JAPANESE TENNIS SUCCESS.

AOKI WINS WAY TO FINAL.

London, April 17.—Playing at Kensington in the Melbury Lawn Tennis Association's tournament, Aoki of Japan was victorious in the right to meet J. S. Olliff of England in the final for the singles championship for men. Olliff eliminated Miki of Japan in the semi-finals.

To emerge victorious from the semi-finals, Aoki vanquished C. E. Malfray of New Zealand, 6-4, 3-6 and 6-3. Olliff defeated Miki by a score of 6-4, 6-4.

Handicap Singles "B."

G. S. Rodger (owe 3/6) beat J. J. Ferguson (owe 3/6) 6-3, 6-4. F. V. Jensen (rec. 5/6) beat O. C. Wonnack (owe 1/6) 6-1, 6-2.

Mixed Doubles.

T. C. Monaghan and Mrs. C. P. F. James (owe 4/6) beat Remington and Mrs. Owen Hughes (rec. 2/6) 6-1, 6-0.

TO-DAY'S MATCHES.

Open Doubles.

C. A. L. Rumjahn and J. A. Cassamkhoy v. P. Kong and W. T. Lee.

Club Championship.

R. H. Wild v. A. L. Sullivan.

Handicap Singles "A."

R. M. Henderson (rec. 2/6) v. H. F. Foley (scr.).

H. J. Armstrong (owe 15) v. H. Owen Hughes (owe 15).

Handicap Singles "B."

H. Hampton (owe 3/6) v. D. S. Green (owe 15).

Handicap Doubles.

G. Miskin and C. Blaker (owe 1/6) v. A. B. Raworth and Turner (scr.).

T. J. Price and E. R. Price (owe 2/6) v. Collins and Penn (rec. 15).

Mixed Doubles.

Mr. and Mrs. G. R. Sayer (owe 1/6) v. E. T. Dowley and Mrs. Dowley (rec. 3/6).

U.S. BASEBALL RESULTS.

SUNDAY'S RESULTS.

[REUTERS' AMERICAN SERVICE.]

New York, April 27. Results of American baseball league matches played on Sunday were as under:—

National League.	
Cincinnati	1
Chicago	3
St. Louis	0
Pittsburgh	1
American League.	
Washington	0
New York	7
Chicago	4
Detroit	8

SENSATORS HEAVILY DEFEATED BY RED SOX.

REDS AND DODGERS FIRST
WINS.

New York, April 20.—By defeating the Cubs by 3 to 2 in a close game at Chicago, to-day, the St. Louis Cardinals went into first place in the National League pennant race, while in the American League there is another three-way tie by virtue of a 13 to 3 defeat of the Senators by the Boston Red Sox, at Griffith Stadium in Washington. There were two tight games at Boston, where the Braves and the New York Giants played a double-header. The Giants won the opener, but the Braves came back and blanked the New Yorkers by 1 to 0.

Yankees Averaged.

At the Yankee Stadium here, Joe McCarthy's Yankees took revenge on Connie Mack's Philadelphia Athletics by taking their game by 5 to 4, and in Cincinnati the Reds won their first game of the season by defeating the Pittsburgh Pirates by 7 to 5. The Brooklyn Dodgers, playing in Philadelphia, also won their first game of the season, when they humbled the Quaker Town Phillies by 10 to 5.

In Cleveland, the Indians staged a slug-fest to vanquish the Detroit Tigers by 9 to 3. Rain in St. Louis made necessary a postponement of the game between the Browns and Chicago White Sox.

The Babe Hits Out.

Good pitching and the big bat of Babe Ruth won the game for the Yankees. Twice the Bambino hit for home runs and now he leads all the major league players, with three home runs to his credit for the 1931 season. In the fourth inning, with one man on the base ahead of him, the Bambino hit his first home run. He did it again in the eighth frame, accounting for four of the five runs scored by the Yankees.

The Giants nearly had the Boston Braves whitewashed in their opening game, but in the ninth inning the Bostonians rallied, to score three runs, one less than was needed to tie the score. In the final the Braves turned the tables, holding the Giants to six scattered hits and yielding no runs.

Cullop's Good Work.

To help the Reds win from the Pirates, Cullop of the Cincinnati Club cracked out a home run in the fifth inning, with two men on bases ahead of him. There were two men down at the time that Cullop made the game spectacular.

Freddie Lindstrom hit a home run for the Giants and the veteran Jim Bottomley did the same for the Cardinals. With his four-sacker, Stone furnished the excitement for the Tigers.

The spectators in New York gave the Bambino a great ovation when he hit his first home run. They went wild when he hit for the circuit a second time.

Following are the scores of the games played in the major baseball leagues:—

AMERICAN LEAGUE.	
	R. H. E.
Philadelphia	4 9 0
New York	6 8 0
Boston	13 18 1
Washington	3 8 2
Detroit	3 12 2
Cleveland	0 14 2

NATIONAL LEAGUE.	
	R. H. E.
St. Louis	3 9 2
Chicago	2 10 2
New York	4 9 0
Boston	3 8 0
New York	0 6 0
Boston	1 7 1
Brooklyn	10 15 1
Philadelphia	5 7 1
Pittsburg	5 8 2
Cincinnati	7 11 0

Following are the standings of the Clubs:—

NATIONAL LEAGUE.	
	Won. Lost. Pct.
St. Louis	6 1 .833
Boston	5 2 .714
New York	5 2 .714
Chicago	4 3 .571
Pittsburg	3 4 .429
Philadelphia	2 4 .333
Brooklyn	1 5 .166
Cincinnati	1 5 .166

(Continued at foot of next column.)

LAWN TENNIS.

AMERICA'S STRONG TEAM.

DEFENCE OF WIMBLEDON
TITLES: DAVIS CUP BID.

Last year America made a clean sweep of the Wimbledon titles, and she intends to defend these honours with a strong and youthful team. If the seven players already nominated will not have the stimulus of hunting W. T. Tilden, their quarry for many years, they will provide a formidable phalanx, with speed of foot and stroke as their main equipment.

It is probable that Frank Shields and Sydney Wood will attract most attention. The first will be a newcomer; the second has made a remarkable advance since he was last over here three years ago. Both are Eastern players; both were giant-killers in their own country last year.

Shields was beaten only in the final of the American championship after a struggle with Doeg which, and he won the long fourth set of thirty games, would probably have gone in his favour. Wood, who has defeated Shields as well as Lott and Allison, is 21 years of age—a year younger than Shields.

Another newcomer is Clifford Sutter, of New Orleans, the intercollegiate champion. He increased his fame last year by beating Berkeley Bell in the American championship after the latter had put out Borotra. George Lott, John Van Ryn, Wilmer Allison, and Gregory Mangin were all over here in 1930.

A Double Objective.

The American team will have two objectives—the defence of the Wimbledon titles and the capture of the Davis Cup. Their first quest is more likely to succeed than their second; American aggression prefers turf courts, and the American temperament is more at home at Wimbledon than at Auteuil. On the other hand, the Americans will find their task harder at British headquarters than last year. They will not have Tilden as a spearhead; they will discover the French headed by Cochet, anxious to renew a dominance broken in 1930; in H. W. Austin they will find a much improved challenger, and in G. H. Maier, of Spain, a new menace.

At present Doeg's inclusion in the invading team is doubtful, but I am given to understand that he is likely to come over. If he does so the doubles pairs will be Allison and Van Ryn (the present holders), Doeg and Lott, Shields and Wood, and Sutter and Mangin. He would be a bold prophet who claimed that "one" of these powerful pairs the doubles victors will not emerge next July.

Before they come to Europe to challenge the winners of the European zone—the American team will be required to meet Mexico, Canada, and the winner of the South American zone. If successful in the inter-zone final in July, they will meet France a week later at the State Roland Garros.

GIRLS BASKETBALL TEAM FOR JAPAN.

SHANGHAI SCHOOL
ARRANGES GOODWILL TOUR.

Tokyo, April 21.—A Chinese girls basketball team, consisting of fifteen Ling Kiang Girls High School students, will visit Japan at the end of his month. They are leaving Shanghai on the 25th inst. and are to play against Japanese girls basketball teams in Tokyo and Osaka, and, if they still have the time, will go to Nagoya for some matches.

The China Society for Physical Culture had been hoping to send a Chinese girls basketball team to Japan for several years and to participate in the Far Eastern Olympic Games which were held last autumn in Japan, but owing to the difference in the Japanese and Chinese basketball rules, they had to give up the idea.

Since then, China has resolved to adopt the boys' rules as in Japan. The purpose of the visit is to promote goodwill between Japan and China.

Following are the standings of the Clubs:—

AMERICAN LEAGUE.	
	Won. Lost. Pct.
Cleveland	4 2 .666
Washington	4 2 .666
New York	4 2 .666
St. Louis	3 2 .600
Chicago	2 3 .400
Philadelphia	2 4 .333
Detroit	2 4 .333
Boston	2 4 .333

NEW GOLF BALL LIKE A "CORKSCREW."

CONFLICTING OPINIONS ON
PLAYING QUALITIES.

So many conflicting opinions were advanced regarding the playing qualities of the larger and lighter ball now standardised in American golf, which was used exclusively in a special tournament at West Hill, that to draw definite conclusions would be misleading, if not dangerous, writes George Greenwood in a home paper.

A few were ecstatic in their delight of the "balloon," a description given to the ball in the United States; others gave it mild but qualified support, and some condemned the thing root and branch. The opinion expressed by Lieut. Comdr. E. W. Malcolm King, a 4 handicap player of the Royal Navy and Royal Marine Golfing Society, is fairly symptomatic of the class who disliked the ball and said so in no unmeasured terms.

Comdr. King said: "The ball goes off like a blinking corkscrew; I never want to see the thing again." The language is terse, but its meaning is unmistakable. However, the fact that Comdr. King tore up, and that his card never saw the light of day, may not be without a certain significance.

So far as I could judge from personal contact with the players,

opinion on the question as to whether it would be desirable to introduce the ball into this country as a standard implement was about equally divided, though of the recorded votes on the specific proposition there was a slight majority in favour.

Errors Greatly Accounted.

But the volume of opinion on what from the average player's point of view I considered to be the most important question at issue—Does the big ball make golf easier?—was decidedly of a negative character. Further, all agreed that in the matter of distance there was a definite loss, against the wind, of anything from 20 to 30 yards, and that errors of striking were greatly accentuated.

The tournament was conceived with the idea of introducing the new ball to the notice of the handicapped player, the backbone of golf, for whom it was claimed that the big ball would make the game easier, so much so, in fact, that he would be able to compete on more favourable terms with the tigers—the plus and scratch men—than heretofore.

It was a claim not borne out by results; the two major events being won by players giving strokes to the cruse instead of receiving them.

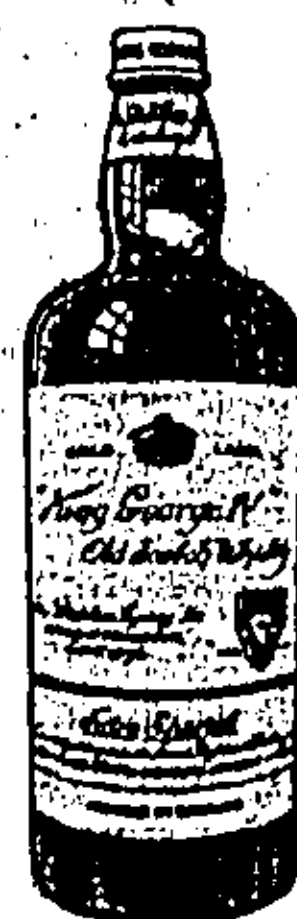
J. A. Board, plus 2 at West Hill, won the scratch prize with a score of 73, and tied for the handicap prize with 75; while Sgt. Ldr. C. H. Hayward, plus 1 at Westworth, won the bogey event with a return of 2 up. The long handicap man, who was to enjoy a new heaven and a new earth, came nowhere.



OPENING AND CLOSING FACILITATED BY

NEW SCREW CAP

Simple
Safe &
Secure



No corkscrew necessary

Possibility of leakage
or contamination through
faulty corks eliminated

THE DISTILLERS AGENCY, LTD., EDINBURGH

SOLE AGENTS
GANDE, PRICE & CO., LTD.,

St. George's Building, Ice House Street,
DIAL 20135.

ASSETS
£13,000,000



CLAIMS PAID
£40,000,00

BY APPOINTMENT

GENERAL

ACCIDENT, FIRE & LIFE
ASSURANCE CORPN., LTD.

All Classes of
INSURANCE

WORLD WIDE

ORGANISATION

AGENTS:

JAMES H. BACKHOUSE

1A, CHATER ROAD.

TEL. 21783.

GIRLS' NIGHT RIDE TO LONDON.

MEN ACCUSED OF ABDUCTION.

STORY OF A RING.

The circumstances of the disappearance and return home from London of two Brighton girls, aged 15 and 14, were related at Brighton Police-court last month.

Charles Alfred Piper, 29, was charged on remand with abducting Vera Grace Moore, 15, out of the possession and against the will of her mother, and William Pearson, 24, was accused of a similar offence in respect of Muriel Ivy Beard, 14.

Both Piper and Pearson were now further charged with grave offences against the girls.

The accused were committed for trial, bail being refused.

Both men asked for bail, and Piper said that his father would be surety for him. "He is rather a big business man in Brighton," he added.

Detective-Inspector Wells said that the father had refused to become a surety.

Piper: I am very surprised.

Mrs. M. E. Beard, Little George-street, Brighton, mother of one of the girls, said that she knew neither of the men in the dock. On March 17 her daughter left home, did not return, and was reported to the police as missing. On the following Saturday night she returned home. She was tired out and hungry, and had had nothing all day except a cup of coffee.

After giving evidence Mrs. Beard fainted in court and was carried out.

Bertha Grace Moore, mother of the other girl, of Little George-street, Brighton, said that her daughter left home with Muriel Beard, on the day both girls disappeared. On the following Sunday she saw her daughter at Brighton police station.

Piper: Has your daughter been badly treated at home?—No, not at all.

That is the reason she gave for wanting to leave Brighton immediately. It is entirely wrong. Before Vera Grace Moore gave evidence the public were cleared from the court.

Moore related how she, her little sister, and Muriel Ivy Beard, met on March 10, and on Madeira Drive got into conversation with two men whom they knew as Don Murray and Jack Pearson. She had not spoken to them before.

"The Wanderbugs."

"We spoke about their travels," she said, "and they said they were long-distance travellers, and known as 'The Wanderbugs.' Mr. Murray offered to show us next time we met his log book and cuttings."

"We understood that the next day the men might be about the same place in the afternoon, and we then met Pearson, who was alone with his bicycle. He said that 'Lofty'—Mr. Murray, I understood—would be along later, and we two and Pearson waited until he arrived."

"Then we all four sat on the bench, and Murray showed us the log-book and the magazine with his travels in it. I saw a story in the magazine of their travels and saw two photographs of the men."

"Mr. Murray, I think, said that he and Pearson had to go to London. I asked him if he would take me. He asked my age, and I told him I was nearly 18."

"That was not true, said witness, who proceeded: 'Miss Beard said, 'You are going to London. I am coming with you.' I told her not to be so silly, but she argued, and I said, 'Very well, you shall come.'"

"Murray, I think, asked Muriel how old she was, and she told him that she was nearly 17. The two men said that we should go with them."

"After tea Miss Beard and I got on a bus going to Patcham. Mr. Murray said that he thought it would be better for us to wait at the terminus until they came along. The men came along on bicycles. Both of us got on behind the bicycles, and we set out for London. It was then eight p.m. About five o'clock the next morning we reached London."

2s. 6d. for Two Rings.

The girl described how the men picked out accommodation from a notice board. She added, "Murray said, 'You had better see about two rings,' and gave me 2s. 6d. with which to do so. He told us he wanted us to wear these wedding rings to avoid suspicion at the places we were going to." Witness said that she did not try to get the rings.

(Continued on next Column.)

HEAVY DECLINES IN RUBBER.

CRASH IN THE NEW YORK SPOT POSITION.

New York, April 26.—Rubber prices hit new low levels as a result of the trading on the New York rubber market to-day. So precipitate was the decline that at the close the April position was quoted at 5.00, off considerably from last Saturday's close at 6.20.

The declines were general throughout the entire list. At the close no position was quoted at a level higher than 6.5.

Trading was exceedingly active with the contract turnover for standard No. 1 rubber quoted at 102 lots as against a contract turnover of 39 lots for this grade on Saturday and 40 lots on Friday.

Following are the closing futures price quotations for standard No. 1 rubber:—

Month.	April 19	April 20
April	6.20	5.00
May	6.25	5.00
June	6.30	6.00
July	6.48	6.18
August	6.56	6.27
September	6.64	6.35
October	6.72	6.45
November	6.80	6.55
December	6.88	6.65
January	6.96	6.74
February	7.04	6.84
March	7.12	6.95

The London Price.

London, April 21.—Rubber reached a new low record yesterday when it touched 2½d. per lb. and closed at 2½d. 10d.

At one time difficulty was found in selling owing to the scarcity of buyers.

One of the contributory causes of yesterday's weakness was an announcement of Port of London authority figures showing an addition of 2,771 tons to rubber stocks here since last week.

"We went for a stroll round," she went on, "and then we decided to go back to the apartments the men had for us. We decided to pair off. I asked Mr. Murray if it was absolutely necessary to do this, and he said it was. He said that they would not take single girls in London without luggage or some kind of a reference."

Muriel agreed to this, and I did too. Muriel went into one house with Pearson, and I went into another with Mr. Murray."

"When you went in with Murray, did he give you this ring? asked Mr. Owen, holding one up.

"Yes," replied the girl. "He said, 'Wear that, as you could not get a wedding ring.'"

The following day, continued Moore, they all went out together. Because of a newspaper placard which said, "Reported two missing Brighton girls," Pearson bought a newspaper. They all read the report, and "Murray told me he could not have got headlines like we had," added witness. She and Murray spent another night at the house. "He said he loved me, and told me he did not want me to go away."

Cycling Outfit.

Witness, continuing, said that the next day the two men went shopping, and on their return Murray handed to her a new cycling outfit—a khaki shirt and a pair of cycling knickers, saying, "They might fit you."

"They did," added the girl, "and I put them on until the next day. On the Friday night Murray asked me to go on a cycling tour, saying that he was going to Australia. I said he had better wait and see."

On the Friday night witness and Muriel slept together at one of the houses, and on the following day both men called on them.

Mr. Owen: Was anything said about Muriel going home?—I said that Muriel had told me she wanted to go home, and Mr. Murray said that if she had said that she should get a bus ticket so that Muriel could return to Brighton. A remark was passed by Murray that they were all going to return to Brighton on the Monday.

She and Murray spent the third night together. The next day two policemen entered the room, and they were taken to a police station.

Piper, asked if he wished to question the girl, said, "I only want to say she has spoken the truth all the way through."

Two landladies from Vauxhall Bridge-road, London, gave evidence of the two men calling at their houses asking for accommodation. Both said they wanted the rooms for themselves and their wives.

Muriel Beard said that she was 14, but admitted telling the men she was 17. The men told her, with reference to a newspaper report that they were missing, that it was an imitation fur coat that she was wearing which had caused the trouble. They said that I should put my coat on the Embankment to make it appear that I had committed suicide," she added.



THE NEW TEXACO MOTOR OIL

LONGER-LASTING, "CRACK-PROOF"

THE Texas Company again demonstrates its leadership in the petroleum field with the introduction of a vastly superior, new product—a motor oil that lasts longer—that is crack-proof—a motor oil that meets exactly every requirement of the high speed automobile engine of today! This new oil revolutionizes lubrication values as completely as the new and better Texaco Gasoline, the original "dry" gas, revolutionized motor fuels in the Spring of 1926.

An Oil Without Precedent

There have been oils that gave remarkable mileage. There have been oils that flowed freely at zero. There have been oils that kept your engine completely free of wax and carbon troubles. But—never until now have all these advantages been

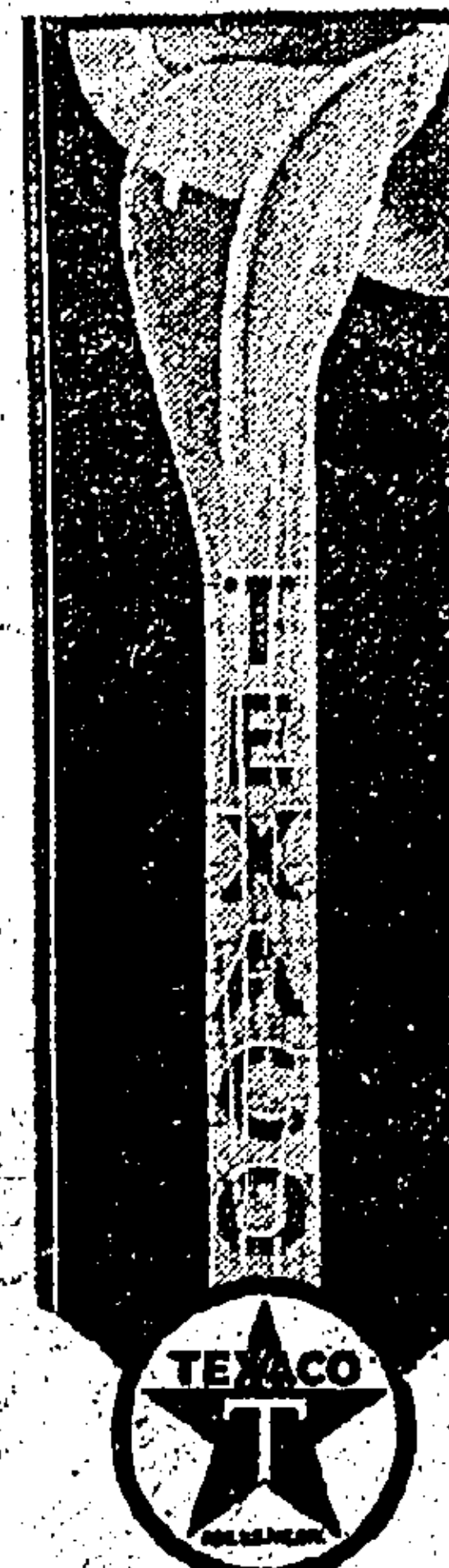
combined in any one single lubricant. That motor oil is ready for you today. It is the new Texaco—longer-lasting and crack-proof. Road tests—laboratory tests have proved it.

Now available in Hong Kong

Fill your crankcase with this new crack-proof motor oil today. It will more than pay you, not only in greater value for your lubrication dollar but for your car dollar as well. It is manufactured in five grades: L, M, H, EH & SH corresponding in body to Society of Automotive Engineers (S. A. E.) viscosity ratings.

THE TEXAS COMPANY

Refiners of a complete line of Texaco Petroleum Products including Gasoline, Motor Oil, Industrial Lubricants, Railroad and Marine Lubricants, Farm Lubricants, Road Asphalts and Asphalt Roofing.



BISHOP BARNES AND WOMEN DOCTORS.

MARRIAGE NO BAR TO EMPLOYMENT.

Birmingham.—At the annual meeting of Birmingham General Hospital the Bishop of Birmingham led the opposition to the ban on married women doctors proposed

by the management board, and the resolution was lost by nineteen votes to twenty-two.

His lordship argued that now that it was conceded that women had demonstrated their ability as physicians and surgeons, the hospital could have no reasons for refusing to employ them, and would not be justified in terminating the appointment of married members of the staff on marriage.

He did not believe that a modern community would permanently accept the principle that a woman could be dismissed from any position she was qualified to hold because she had children following marriage. As a principle of good citizenship occasional absences on periods of leave before and after childbirth ought to be willingly granted.

The suggestion that the services of married medical women to the hospital would be repeatedly with-

held on account of domestic reasons could not be sustained. It was well known that among members of the medical profession, the limitation of families was more stringent than in any other class of the community.

Miss Bartleet, chairman of the management board, proposing the resolution, said that she regarded the career of a married woman and a mother as a high one, and she did not think that any man or woman could carry on two careers successfully.

RENEGADES
COMING ???

THE CHINESE RESTAURANT

The Chinese Restaurant was established in 1924 at the British Empire Exhibition at Wembley, London. After returning to Hong Kong, the Restaurant is now being carried on at No. 26, Des Voeux Road, Central.

An excellent range of Foreign and Chinese food is prepared by our special chef. We take pleasure in offering the following specimen menus for the consideration of our patrons.

MENU

1. Stewed Sharkfins with Sliced Chicken.
2. Roasted Fowls Rolls.
3. Steamed Pigeons and Ham.
4. Milk and Almonds, Sweet Gruel.
5. Steamed Glutinous Rice Stuffed with Lotus and Sweet Mixture.

Price: \$1.50 per dinner per person, (one portion each person)

MENU

1. Stewed Sharkfins with Sliced Chicken.
2. Roasted Fowls Rolls.
3. Fried Sea Snails and Chicken Liver.
4. Steamed Pigeons and Ham.
5. Milk and Almonds, Sweet Gruel.
6. Steamed Glutinous Rice, Stuffed with Lotus and Sweet Mixture.

Price: \$2.00 per dinner per person, (one portion each person.)

Note: Patrons can choose another dish of Steamed Rice Mixture or Noodle in Rice Soup or Pung Pastry instead of Steamed Glutinous Rice, Stuffed with Lotus and Sweet Mixture.

"A la Carte"

There is a special à la carte menu in English, from which patrons can order other dishes, the charges in all cases are very moderate and you can choose according to your taste, chicken, duck, swabi, sharkfins, pigeon nest soup, boiled and fried garoupa, as well as many other delicacies too numerous to enumerate.

Special arrangements can be made for wedding feasts, dinners and tea parties at special prices.

The Restaurant is open daily from 11 a.m. to 2 a.m. Ma Jong sets are ready for patrons desiring to play this fascinating game; free of charge.

SPEND A FASCINATING EVENING IN ONE OF THE RESTAURANT'S ARTISTICALLY FURNISHED ROOMS. EAT CHINESE CHOW, PLAY MA JONG, AND ENJOY YOURSELF.

THE CHINESE RESTAURANT, LTD.

No. 26, DES VOEUX ROAD, CENTRAL.

TELEPHONES: OFFICE—23896, 1st Floor—23868, 2nd Floor—23893 and 3rd Floor—23874.

SILICA FOR SALE.

Silica of best quality from Pak Sha Wu, Waichow, Kwangtung, Wholesale and Retail Prices moderate.

For particulars apply to
TAI LEE MINING CO.,
c/o THE CHINESE RESTAURANT.



RED HACKLE WHISKY

A welcome change. If you are not drinking "RED HACKLE" you are not drinking the best. Try it for a change. You will continue to drink it from choice.

Awarded First Prize in the Competition open to all whiskeys at the Brewers Exhibition in London.

Try it! and judge for yourself.

AGENTS:
W. R. LOXLEY & CO.,
HONG KONG.

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE AND
ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAKOO DOCKYARD & ENGINEERING COMPANY

Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of SW (H.W.O.S.T.) 34 ft. 6 ins.

THREE SLIPWAYS.

Capable of Handling Ships Up to 4,000 Tons Displacement.
Electric Crane at Sea Wall.
Capable of Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE, Agents,
HONG KONG, CHINA & JAPAN.

TEL. ADDRESS: "TAKOO DOCK," HONG KONG.
TELEPHONE: 3211
CALL FLAG: "O" Over "Am. Embassy."

TWO INSEPARABLE BROTHERS.

HOW RAIL DISASTER PARTED THEM.

Among the eight dead in the Paris-Bordeaux express disaster at Etampes was an Englishman, Mr. Francis Edward Hatcher-Weetman, of Westmead, near Reading.

His brother, Mr. Walter Hatcher-Weetman, received broken ribs and now lies in hospital. These men, inseparable companions, were at dinner together when the restaurant car of the express jumped the rails and struck a stationary train.

Mr. Walter Hatcher-Weetman was one of the first injured found by the rescuers. He had been pinned beneath the debris of the smashed table at which he had been sitting with his brother.

"I Am All Right."

"I am quite all right, and can get out by myself," he said. "Please leave me and attend to others who need help more."

His brother had been killed outright by a blow on the head. Mr. Walter was not informed of his brother's end until the following day.

He asked that he might see the body before its removal for burial. Among the 41 passengers in the wrecked dining car was another Englishman, Major Alexander, travelling from London to Pau, with his 10-year-old son.

"We were imprisoned in the dining car for half an hour," he said, "though neither of us was in the least hurt."

Dead Before Crash.

A strange circumstance of the disaster was that a passenger in one of the wrecked coaches was already dead when the crash came. She was Mme. Paul Colin, who was being taken to the South of France by her husband on account of her weak health.

Jarred by the movement of the train, she grew suddenly worse and died from heart failure shortly after leaving Paris.

After the wreck rescuers found her body stretched on a carriage seat, her husband prostrate at her feet, where he had been kneeling in a paroxysm of grief at the very moment of the disaster.

He had been slightly injured only, but was unconscious.

QUEEN'S WHISPER.

GIRL GUIDE BUILDING OPENED.

When the Queen opened the new Girl Guide Imperial Headquarters in Buckingham Palace-road, London, she was saluted by Princess Mary with the Guides' salute.

The Princess is President of the Girl Guides' Association, and wore the Guide uniform.

The showroom of the shop was used for the occasion, and Dame Helen Gwynne-Vaughan welcomed the Queen. There was an amused smile on her Majesty's face as she looked at the rows of gaily-coloured jugs and teapots which decorated the walls on one side. They were silent witnesses to the camping activities of the Guides.

"I hope this house," said the Queen, "will bring great happiness and be of good use to you all."

As her Majesty left the dais with the Mayor of Westminster she whispered:—"This is a wonderful movement."

Apart from one or two special donations and grants the whole of the money required for the building has been raised by the girls themselves. They have given money for bricks, windows, doors, cornerstones, and so on. There are South African windows, Bombay doors, Hong Kong cupboards, West Indian cornerstones. India is to provide a 500-room, and Australia has collected over £200 for a large committee room. London is providing the money for the restaurant and kitchen.

MINOR EPICS OF THE SEA.

SHARKS AND GALES.

Real life tales of heroism at sea, reminiscent of the more vivid pages of adventure books for boys, lay behind a list of awards recently issued by the Royal Humane Society.

The first concerns G. Jenkins, of London, cook of the auxiliary schooner John William V., who receives the society's silver medal.

Bound for Fiji, the schooner found herself in a "south-west gale and confused swell." A. B. Alexander-Samuel, furling the inner jib on the jib-boom, was swept overboard. Before the ship could be stopped Jenkins plunged overboard and for twenty minutes, in icy water, searched for his friend, but without success. He was picked up exhausted.

More success attended the efforts of John Gallagher, seaman, of Blaydon-on-Tyne. Gallagher jumped from the s.s. Denham in a sea that was not only choppy and covered with gulf weed, but also infested with sharks, to save the life of Otto Jansen, a Danish member of the crew, who had fallen overboard. Gallagher is awarded the bronze medal.

Another recipient of the bronze medal is W. B. Kingswell, of Cape Town, who rescued a friend who fell into the sea in Table Bay. The water was rough, and Kingswell had a hard fight and a long swim before he achieved his object.

Sidney Richardson, a clerk, of Oxshott Road, Brockley, is awarded the bronze medal for rescuing Sarah Glew from the Thames at Westminster. In spite of the fact that he was a poor swimmer and that the water was bitterly cold, Richardson went after the woman, struggled with an ebb-tide, and brought her to shore 100 yards from where she fell in.

F. S. Baxter, a hand employed on the Grimsby trawler Resmilo, is awarded the In Memoriam bronze medal for a North Sea rescue attempt in which he lost his life. He jumped overboard after a comrade, but the man sank before he could reach him, and Baxter himself, exhausted and half-drowned, was hauled aboard the trawler, dying shortly afterwards.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, April 27.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer...	29.92	29.95	29.83
Temperature...	77	78	79
Humidity...	82	86	91
Wind—			
Direction...	E	E	E
Force...	3	2	3
Weather...	O	BC	BC
Rain...	0.00	0.01	0.01
Highest open-air Temperature, 18° 77			
Lowest open-air Temperature, 27° 71			

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

HONG KONG TIDE TABLE.

From April 28 to May 4, 1931.

		HIGH WATER.		LOW WATER.	
Day of Week	Day of Month	Hong Kong Standard Time.	Height.	Hong Kong Standard Time.	Height.
Tues.	28	07 50	4.5	00 20	1.0
		18 10	8.9	11 13	3.6
Wed.	29	07 55	4.2	01 04	1.1
		18 25	8.9	11 59	2.8
Thur.	30	08 18	5.4	01 48	1.4
		20 28	8.8	12 52	2.0
Fri.	1	08 40	6.0	02 15	1.6
		21 22	5.7	14 41	1.3
Sat.	2	09 08	6.5	02 46	2.0
		22 10	6.4	15 32	0.8
Sun.	3	09 26	6.9	03 15	2.3
		23 10	5.9	16 19	0.5
Mon.	4	10 10	7.1	03 44	2.7
				17 10	0.5

"But it's not a New one"

It has just come back from the

DRY CLEANERS!



This usually has to be explained when clothes are returned from the DRY CLEANING DEPT. of the STEAM LAUNDRY CO., for we do perfect Dry Cleaning and clothes really do look like new—once again.

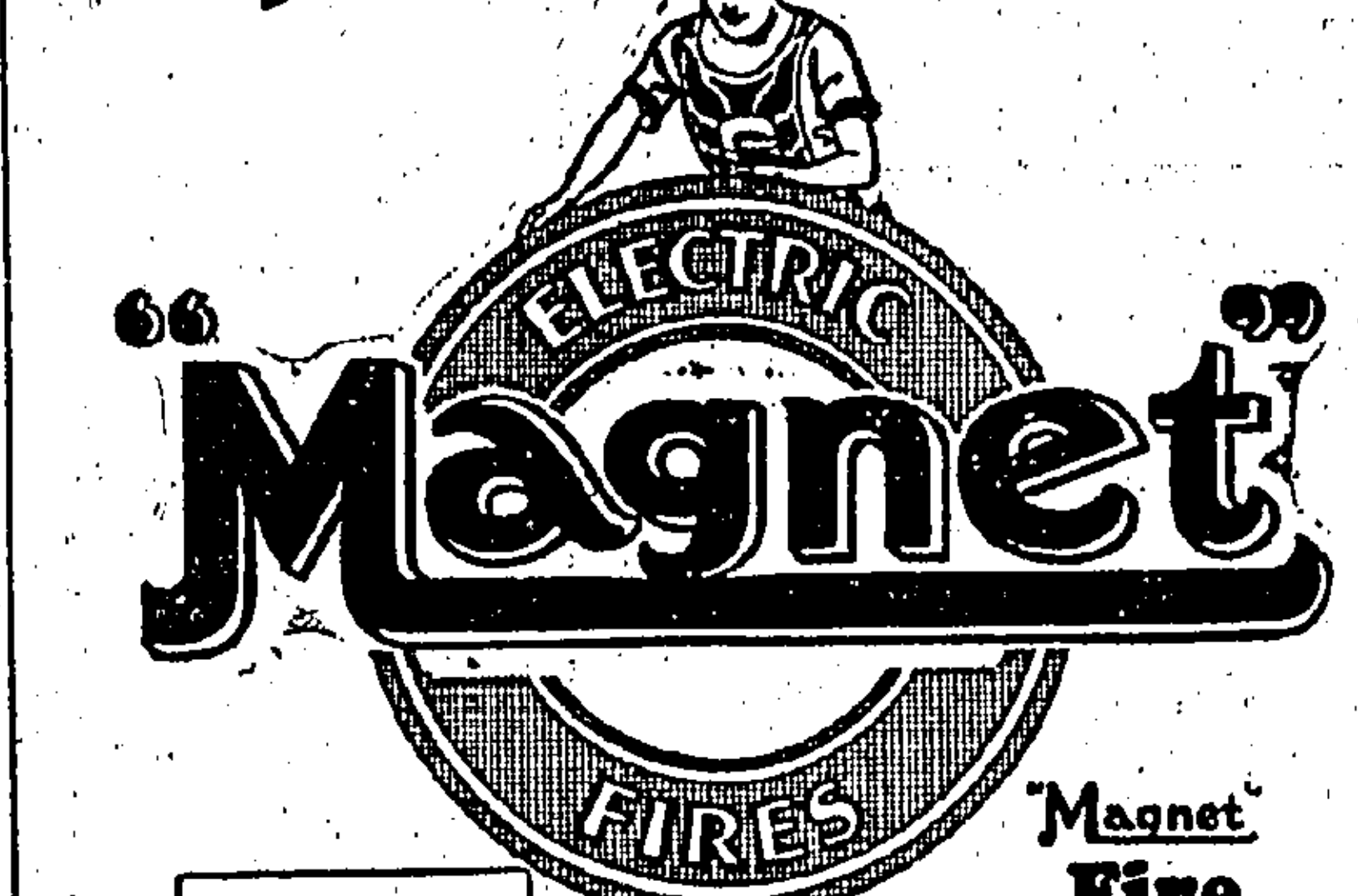
A SUGGESTION: Why not send your Winter Suits and Costumes to us, before storing, so that you can pack them away, feeling confident that they are free of moths and all insects, and with the knowledge that when you are ready to wear them again they will be fresh and clean.

THE STEAM LAUNDRY CO.

SANITARY LAUNDRYMEN, DYERS AND DRY CLEANERS.
HEAD OFFICE AND WORKS: Mowat St., Tel. 57032. (KOWLOON HOTEL DEPOT)
HONG KONG DEPOT: 16, Stanley Street; Tel. 21279. (PEAK HOTEL DEPOT)
PENINSULA HOTEL (Visitors only). HONG KONG HOTEL (Visitors only)

EVERYTHING S.E.C. ELECTRICAL

COSIER FIRES FOR COSY HOMES!



Magnet Fire

An example from the complete range of Magnet Household Electric Appliances:
Irons, Kettles, Toasters, Cleaners, Fans, Fires, Washing Machines, Cookers, Grills, Appliances for the Toilet, etc.

Current consumption 1 or 1½ units an hour. Finished in brown, blue, green, grey or white vitreous enamel.

MADE IN ENGLAND
by
THE GENERAL ELECTRIC CO. LTD.

Sold by all leading Electrical Dealers, Stores, etc.



HAMBURG-AMERIKA LINIE

FAR EASTERN MAIL—FREIGHT—and PASSENGER SERVICE—between:
JAPAN, CHINA, HONG KONG, PHILIPPINES, STRAITS SETTLEMENTS, COLOMBO and EUROPE.

SAILINGS TO EUROPE.

VESSEL.	DESTINATION.	LEAVING HONG KONG.
M.V. "VOGTLAND"	(1) Genoa, Marseilles, Rotterdam & Hamburg	9 May
M.V. "RHEINLAND"	(2) Genoa, Marseilles, Havre, Antwerp, Rotterdam & Hamburg	13 May
M.V. "DUISBURG"	(1) Genoa, Rotterdam & Hamburg	23 May
M.V. "HAVELLAND"	(2) Genoa, Rotterdam & Hamburg	6 June

Other Ports of Call if Inducement offers.

ARRIVALS FROM EUROPE.

SS.	FROM.	DUE HONG KONG.
"TIRPITZ"	(3) ...	28 Apr.
M.V. "HAVELLAND"	(2) ...	13 May
M.V. "BAUERLAND"	(1) ...	24 June
M.V. "RAMSES"	(1) ...	7 June

Subject to Alteration without Notice.

(1) Excellent Accommodation for Passengers, Qualified Surgeon carried. Fare from Hong Kong to Genoa from £70.0.0.
(2) Limited Passenger Accommodation, Qualified Surgeon carried.
(3) Cargo Boat.

For further particulars please apply to Agents—
JEBSEN & CO.
AGENTS.
12, Pedder Street, Hong Kong. Tel. 28661.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'s STEAMER "ALIPPORE."

Arrived HONG KONG ON 27th APRIL, 1931.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where cash Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf, B.I.S.N. and D. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 17th May, 1931, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MACKENZIE & Co.,
Hong Kong, 27th April, 1931. [658]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "ACHILLES" FROM UNITED KINGDOM VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 27th April.

Optional Cargo will not be landed here unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option exists.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 4th May will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 18th May, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD SWIRE, Agents.
27th April, 1931. [659]

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "DUISBURG"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th May will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period.

No Insurance will be effected. Bills of Lading will be countersigned by the Undersigned. JEBSEN & CO., Agents.
Hong Kong, 27th April, 1931. [664]

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Steamship "GLENIFFER"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 4th May, 1931, at 4 p.m., will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. GODDARD & DOUGLAS, on 2nd May, 1931, at 10 a.m. Claims against the Steamer, including those for cargo short delivered, must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hong Kong, 27th April, 1931. [666]

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 28th Apr. 9 a.m.
AMOI & SHANGHAI	"TSINAN"	On 29th Apr. 5 p.m.
SWATOW, FOOCHOW, WEIHAIWEI, CHIAOCHOW & TIENTSIN	"HUICHOW"	On 2nd May, 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 3rd May, 9 a.m.
SWATOW & HANGKOW	"KAYING"	On 3rd May, 2.30 p.m.
SHAL, NEWCHOW & DALNY	"TEAN"	On 4th May, 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 5th May, 9 a.m.
AMOI & SHANGHAI	"TAIYUAN"	On 6th May, 5 p.m.
HOIMOW, PAKHOI & HAIPHONG	"KIUNGCHOW"	On 8th May, Noon
AMOI, SWATOW & SINGAPORE	"ANSEUN"	On 10th May, D.L.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 10th May, 9 a.m.
SWATOW & HANGKOW	"KWANGCHOW"	On 10th May, 2.30 p.m.
SWATOW, FOOCHOW, WEIHAIWEI, CHIAOCHOW & TIENTSIN	"KUEICHOW"	On 15th May, Noon
HOIMOW, PAKHOI & HAIPHONG	"KINGYUAN"	On 22nd May, Noon

For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**
Telephone 30381. Agents.
CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. Is.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPING (SUNNED)
FASTEST AND MOST UPGRADE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SUNDRIES AND STEWARDESS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.
FIRST CLASS FARE TO SYDNEY, 276 RETURN
LONDON (via Australia) from £136-15-0.

(American Newspapers on Sale)
STAMPER Due Hong Kong Leave Hong Kong Leave Manila Due Sydney

STAMPER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPING	12th May	19th May	22nd May	7th June
CHANGTE	12th June	19th June	22nd June	8th July
TAIPING	10th July	17th July	20th July	5th Aug.
CHANGTE	11th Aug.	18th Aug.	21st Aug.	6th Sept.

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "DANMARK"

on or about 10th MAY

For PORT SAID, MARSEILLES, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Danmark"	29th April	10th May
M.S. "Java"	29th April	22nd May
M.S. "Malaya"	28th May	25th June
M.S. "Afrika"	27th June	28th July
M.S. "Chile"	30th July	30th August
M.S. "Danmark"	23rd August	28th September

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

MERCANTILE BANK BUILDING, AGENTS.

Telephone 24071.

PRINCE LINE

FREQUENT SERVICE

TO

BOSTON AND NEW YORK

CALLING AT NAPLES

SIAMSE PRINCE	May 19th
MALAYAN PRINCE	June 2nd

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

Fare—Hong Kong to Naples.....£28

For other Passage rates, Freight, etc., apply to—

FURNESS (FAR EAST) LIMITED.

(Incorporated in Great Britain.)

King's Building.

Telephone: 53165.

Telegrams: Furnprince.



KONINKLIJKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on May 7th, at Noon.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to a destinations in the Netherlands East India and Australia.

For Passage apply to—

JAVA-CHINA-JAPAN-LIJN.

Telephone 28015. YORK BUILDING, CHATER ROAD

GENERAL MANAGERS: BRANDT & CO. Building and Repair of Steamers and Motorships of every type. Telephone: 2271. Night: 8710. Telegram: "SUNNED".

SOUTH CHINA MOTOR-SHIPBUILDING & REPAIRING WORKS, LTD.

25 Kwa Was—KOWLOON BAY. Telephone: 17001. Works Manager: W. D. HANSON. Telegram: "SUNNED".

Installation and Repair of Diesel Engines and Motors for Marine and Stationary a specialty.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

APRIL 26, 1931.													APRIL 27, 1931.												
STATION	How Rain Measured	BAROMETER AT SEA LEVEL		TEMPERATURE	WIND	WIND (Beaufort)	WIND (Miles per Hour)	How Rain Measured	BAROMETER AT SEA LEVEL		TEMPERATURE	WIND	WIND (Beaufort)	WIND (Miles per Hour)											
		Inches	Millim.						Inches	Millim.															
Wladivostok	12	29.98	769.1	62	SSW	1	b	6	30.13	765.4	42	NNE	5	0											
Nemuro	11	30.04	769.0	...	NNE	1	...	5	29.86	758.5	...	N	1	...											
Hakodate	...	30.12	765.0	...	SW	1	...	...	30.08	764.0	...	W	2	...											
Tokio	...	30.80	769.5	...	S	1	...	...	30.16	766.0	...	...	...	...											
Kochi	...	30.26	768.5	...	SE	1	...	...	30.12	765.0	...	...	...	...											
Nagasaki	...	30.18	768.5	...	SE	3	...	...	29.96	761.0	...	SE	5	...											
Ragoshima	...	30.22	767.5	...	...	0	...	...	30.06	763.5	...	...	...	...											
Oshima	...	30.16	766.0	...	SE	1	...	...	30.02	762.5	...	SSW	1	...											
Naha	...	30.12	765.0	...	SE	2	...	...	30.00	762.0	...	SE	1	...											
Ishigakijima	...	30.04	768.0	...	SE	1	...	...	29.96	761.0	...	S	2	...											
Bonin Island	...	30.20	767.0	...	NNE	1	...	...	30.18	766.5	...	...	...	...											
Choshi	15	29.94	760.5	82	ESE	1	r	6	29.77	756.1	46	N	1	...											
Shanghai	14	29.83	757.8	83	SSE	4	b	...	29.73	755.2	67	S	2	...											
Outfall	...	30.00	762.0	67	SSE	4	b	...	29.86	758.4	62	S	6	...											
Wenchow	...	29.97	761.2	68	SSE	4	b	...	...	...	...	SSW	2	...											
Foochow	...	29.94	770.5	69	S	2	b	...	29.88	758.9	69	E	2	...											
Amoy	...	30.00	762.0	74	SE	2	b	6	29.91	759.7	72	E	2	...											
Swatow	...	30.04	763.1	85	NNW	2	b	5	29.92	760.0	72	...	...	...											
Taihoku	11	30.05	763.3	85	NW	2	b	...	29.94	760.4	70	...	...	...											
Taihu	...	30.04	763.1	85	N	2	b	...	29.91	759.7	72	...	...	...											
Tainan	...	30.04	763.0	61	E	4	b	...	29.92	760.0	77	ESE	2	...											
Koshun	...	30.06	763.4	77	NE	2	o	...	29.90	759.5	72	...	...	...											
Pescadores	...	29.96	761.0	77	ENE	3	c	6	29.88	758.9	72	E	3	...											
Hong Kong	14	29.95	760.8	70	ENE	5	c	...	29.91	759.7	76	E	5	...											
Gap Rock	...	29.94	760.6	77	SE	4	b	...	29.96	758.4	74	SE	2	...											
Macao	...	29.94	760.5	89	SE	3	b	...	...	...	...	...	...	...											
Holbow	...	29.93	760.3	86	ENE	4	c	6	29.87	758.6	79	E	4	...											
Pratas Island	...	29.85	758.2	83	SSE	6	b	7	29.84	757.9	77	S	2	...											
Philippines	15	29.85	758.2	85	SE	4	b	...	29.82	757.4	77	SSW	4	...											
Tourane	...	29.80	767.0	86	ENE	6	b	...	29.81	757.2	83	NE	6	...											
Cape St. James	...	29.94	760.6	86	ESE	4	c	6	...	...	...	...	...	...											
Basco	14	29.90	759.5	83	N	2	c	...	29.90	759.4	76	SE	2	...											
Aparri	...	29.86	758.4	79	...	0	...	...	...	...	...	...	...	...											
Tuguegarao	...	29.82	757.8	91	...	0	...	...	...	...	...	...	...	...											
Vigan	...	29.81	757.1	98	ESE	4	b	...	29.86	758.3	77	...	...	...											
Manila	...	29.83	757.8	91	ENE	4	b	...	29.84	758.0	81	...	...	...											
Legaspi	...	29.80	757.0	91	ENE	4	c	...	...	...	...	...	...	...											
Calbayog	...	29.81	757.2	88	E	4	o	...	...	...	...	...	...	...											
Tacloban	...	...	...	...	...	...	...	...	...	...	...	...	...	...											
Iloilo	...	...	...	...	...	...	...	...	...	...	...	...	...	...											
Cebu	...	29.78	756.5	88	ESE	4	b	...	...	...	...	...	...	...											
Surigao	...	29.80	756.8	86	ENE	4	b	...	29.81	757.1	79	SE	2	...											
Saipan	11.00	...	...	...	...	...	...	...	...	...	...	...	...	...											
Guam	12.22	29.88	757.7	...	ENE	6	b	4.22	...	...	...	...	...	...											
Yap	11.00	...	...	...	...	...	...	...	...	...	...	...	...	...											
Pelaw	...	...	...	...	...	...	...	...	...	...	...	...	...	...											
Labuan	14	29.79	756.6	90	N	4	b	6	29.82	757.4	84	E	4	...											

April 27. 10A. 18m.—Depressions lie over China, Indo-China and to the N.E. of Japan.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 12.98 inches, against an average of 10.92 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON APRIL 28.

- 1.—Formosa Channel
- 2.—South coast of China between Hong Kong and Lamook
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

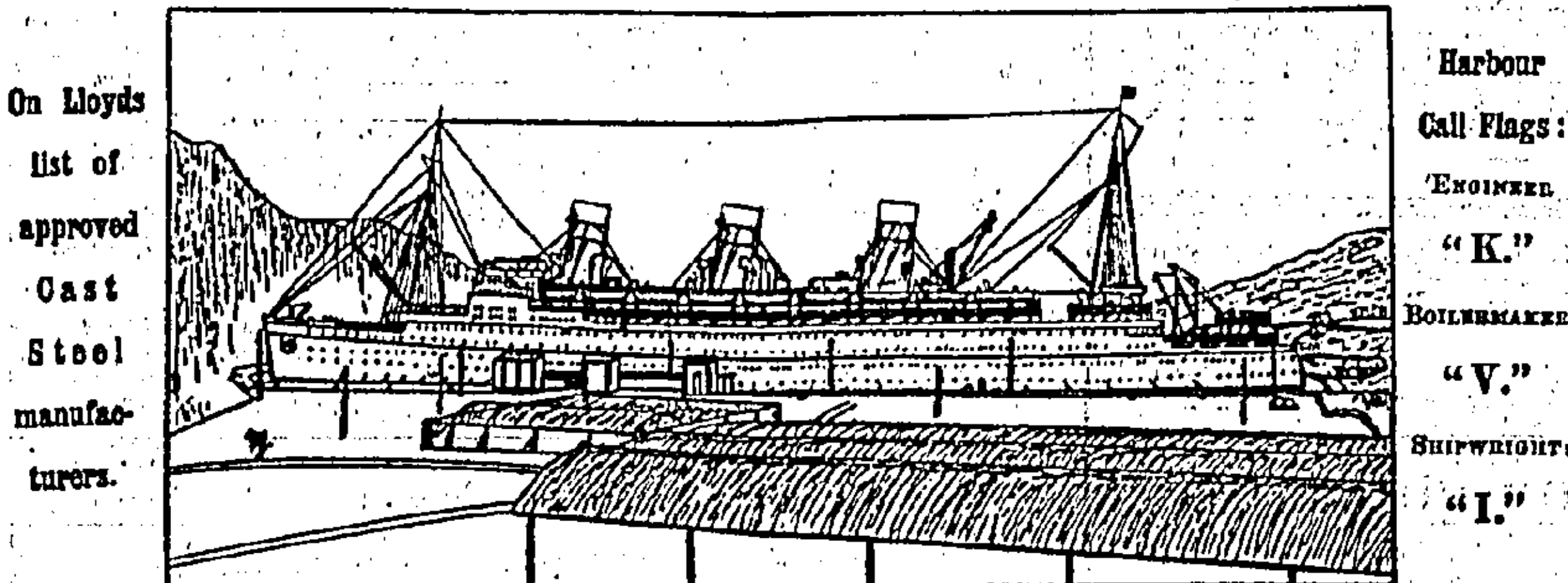
E. or variable winds, moderate; fair.

T. F. CLAXTON, Director.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

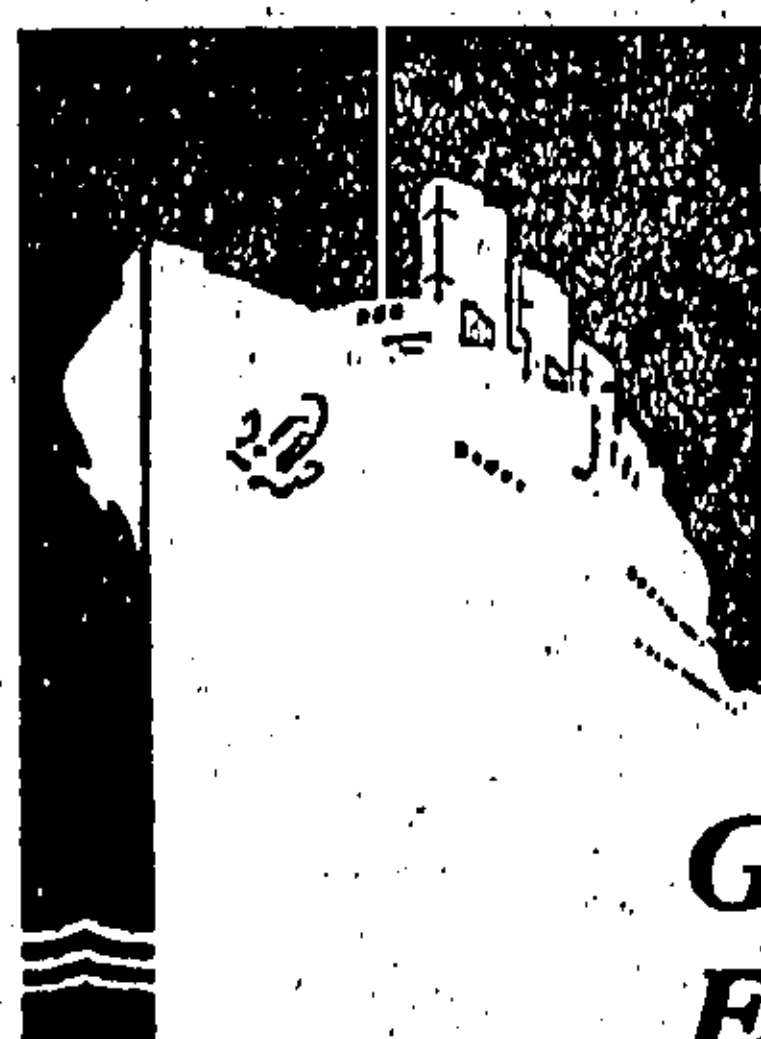
Head Office and Works:

Telegrams: "MANIFESTO, HONGKONG." KOWLOON, HONG KONG. Telephone: 28020. Kowloon Dock 18053.
DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.



T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock.—Dims: 685'-0" O.A. x 83'-6" x 48'-6" Mid.—26,000 tons gross.
The Company possesses Six Granite Docks and Two Patent Slipways.</



"Now
you can
visit
Honolulu
or travel
direct Express
to Pacific Coast
and still

**Go
Empress"**

The White Empresses are the largest, fastest
and most luxurious liners on the Pacific

QUICKEST TIME

12 DAYS FROM CHINA AND 9 DAYS FROM JAPAN
TO CANADA AND U.S.A.

Hong Kong	Shanghai	Kobe	Yokohama	Honolulu	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
Empress of Russia ... May 8	May 11	May 14	May 16	May 18	May 25
Empress of Japan ... May 23	May 26	May 29	May 31	June 2	June 10
Empress of Asia ... June 6	June 9	June 12	June 14	June 16	June 23
Empress of Canada ... June 20	June 23	June 26	June 28	July 1	July 8
Empress of Russia ... July 3	July 6	July 9	July 11	July 13	July 20
Empress of Japan ... July 18	July 21	July 24	July 26	July 28	Aug. 5
Empress of Asia ... Aug. 1	Aug. 4	Aug. 7	Aug. 9	Aug. 11	Aug. 18
Empress of Canada ... Aug. 15	Aug. 18	Aug. 21	Aug. 23	Aug. 25	Aug. 31
Empress of Russia ... Sept. 1	Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 18
Empress of Japan ... Sept. 15	Sept. 18	Sept. 21	Sept. 23	Sept. 25	Oct. 2
Empress of Asia ... Oct. 1	Oct. 4	Oct. 7	Oct. 9	Oct. 11	Oct. 18
Empress of Canada ... Oct. 15	Oct. 18	Oct. 21	Oct. 23	Oct. 25	Oct. 31
Empress of Russia ... Nov. 1	Nov. 4	Nov. 7	Nov. 9	Nov. 11	Nov. 18
Empress of Japan ... Nov. 15	Nov. 18	Nov. 21	Nov. 23	Nov. 25	Nov. 31

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

HONG KONG-MANILA

Leave	Arrive
Empress of Russia ... May 1	May 3
Empress of Japan ... May 15	May 17

Telephone: Passenger 20752; Freight 20042.

CANADIAN PACIFIC



REDUCE THROUGH TICKETS TO EUROPE VIA U.S.A.
VARYING FROM £83 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

CHICHIJU MARU ... Wednesday, 29th April

TATSUTA MARU ... Wednesday, 13th May

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HIYU MARU ... Tuesday, 2nd June

HEIAN MARU ... Tuesday, 30th June

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.

TERUKUNI MARU ... Saturday, 2nd May

BAKUSAN MARU ... Saturday, 10th May

SYDNEY & MELBOURNE via Manila & Ports.

KITANO MARU ... Saturday, 23rd May

ATSUTA MARU ... Saturday, 27th June

BOMBAY via Singapore, Penang & Colombo.

YAMAGATA MARU ... Thursday, 30th April

IYO MARU ... Sunday, 10th May

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

RAKUYO MARU ... Saturday, 23rd May

NEW YORK, BOSTON via PANAMA.

TSUYAMA MARU ... Saturday, 2nd May

ASUKA MARU ... Tuesday, 23rd May

LIVERPOOL via Port Said, Stamboul (Constantinople),
Genoa & Marseilles.

TOYOOKA MARU ... Friday, 15th May

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU ... Wednesday, 29th April

NAGATO MARU ... Friday, 8th May

SHANGHAI, KOBE & YOKOHAMA.

DAKAR MARU ... Tuesday, 28th April

KAGA MARU ... Tuesday, 28th April

PENANG MARU (Mojl direct) ... Thursday, 30th April

KATORI MARU ... Saturday, 2nd May

+ Cargo only.

For further information, apply to—
NIPPON YUSEN KAISHA.

Telephone: 30291; (Private exchanges to all Dept.)



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
FELIX ROUSSEL ... 29th Apr.	PORTHOS ... 11th May
G. METZINGER ... 12th May	CHRONCEAUX ... 25th May
PORTHOS ... 26th May	ATHOS II ... 9th June
PORTHOS ... 9th June	D'ARTAGNAN ... 23rd June
CHRONCEAUX ... 23rd June	ANDRE LEBON ... 7th July
ATHOS II ... 7th July	FELIX ROUSSEL ... 21st July
D'ARTAGNAN ... 21st July	G. METZINGER ... 4th Aug.
ANDRE LEBON ... 4th Aug.	

We can issue Through Tickets to Egypt, Syrian Ports, East Africa,
Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

For DUNKERQUE via Port-Said, Oran, Algiers, Hamburg, Rotterdam,
(Antwerp).

For Full Particulars, apply to—
Cie. des MESSAGERIES MARITIMES.

Telephone: 16851.

Shipping News

Daily Statement, Waterfront News.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 13,900 TONS;
THROUGH CARGO
3,300 TONS.

The returns, shown at the Har-
bour Office, of vessels carrying
cargo to the Colony during the 24
hours ended at 6 a.m. yesterday
were:—

British	Cargo for	Through
Tsinau, Amoy	H.K.	Ports.
Kanying, Swatow, 1,000	—	—
Suiyang, Canton	—	330
Mausang, Sandakan, 2,500	—	—
American	—	3,720
Pres. Grant, Manila	273	1,335
Dutch	—	273
Tjibadak, Amoy	16	1,117
Norwegian	—	—
Hermod, Bangkok	1,630	—
French	—	1,630
Wimchow, Hoikow	2,300	20
Japanese	—	2,500
Menado Maru, Hoikow	828	—
Chinese	—	828
Tak Hing, Amoy	2	—
Mao Lee, Amoy	270	—
Yuan Lee, Swatow	2,200	—
Shun Chih, Saigon	2,000	—
Tehekam, Pakhoi	50	—
Total	13,900	3,300

ARRIVALS AND DEPARTURES

The arrivals and departures dur-
ing the period under review were:

British	Arr.	Dep.
American	4	3
Dutch	1	0
Norwegian	1	1
French	1	2
Japanese	1	4
Chinese	5	2
Total	14	12

ASIATIC DECK PASSENGERS.

The following vessels brought
Asiatic deck passengers to the
Colony during the 24 hours ended
at 9 a.m. yesterday:—

Tsinau (British) Shanghai,	122
Amoy	135
Suiyang (British) Canton,	54
Mausang (British) Sandakan,	155
Tjibadak (Dutch) Shanghai,	573
Amoy	573
Menado Maru (Japanese)	235
Huiphong, Hoikow	61
Tak Hing (Chinese) Amoy	607
Shun Chih (Chinese) Saigon	607
Total	1,750

SHIPS IN HARBOUR.

The following merchant vessels
were in port yesterday:—

Wharves:—Kowloon: Chichibu
Maru, Moko Maru, Tottori Maru,
Santos Maru, Pres. Grant; Holt's:
Achilles; Socony-Laichikoff: Sa-
zanne; Jardine Matheson's: Hang-
sang; O.S.K.: Menado Maru; Chin
On: Hydrangea.
Docks:—Kowloon: Chaksang,
Pleiddon; Taikeo: Helena, Chennan.
Buys:—A1 Sphinx, A2 Alipore,
A3 Benneus, A4 Tjibadak, A5 Chian
Lee, A6 Hupeh, B1 Kwaisang, B3
Kaying, B5 Yuan Lee, B15 Sui-
yang, B16 Hiram, B17 Hermod, B18
Wong Shek Kung, B19 Fingal, B20
Tsinau, B21 Huichow, B22 Mau-
sang, B24 Lyceum, B25 Buelant,
C1 Wing Lee, C2 Tonkin, C3 Mao
Lee, C4 Tehekam, C5 Graciosa, C6
Shun Chih.

CLEARANCES.

April 27.
Achilles, for Shanghai.
Alipore, for Moji.
Chian Lee, for Tientsin.
Dorry, for Hongay.
Fingal, for Saigon.
Graciosa, for Saigon.
Huichow, for Dairen.
Hydrangea, for Swatow.
Moko Maru, for Shanghai.
Pres. Grant, for Shanghai.
Sphinx, for Shanghai.
Suiyang, for Swatow.
Suzanne, for Hongay.
Tsinau, for Canton.
Tjibadak, for Manila.

ARRIVALS.

April 28.
Achilles, British str., 7,164 tons,
Capt. W. Cosker, from Singa-
pore, Holt's Wharf.—B. & S.
Dorry, German str., 1,083 tons,
Capt. J. Bruhn, from Swatow,
buoy No. B19.—Chau Yue
Teng.
Tehekam, Chinese str., 800 tons,
Capt. Lai Yee, from Pakhoi,
buoy No. C4.—Woo On & Co.

April 27.
Bueland, Norwegian str., 2,299 tons,
Capt. Brekke, from Dairen,
buoy No. B25.—Wallem & Co.
Chennan, British str., 1,355 tons,
Capt. J. Newton, from Canton,
Taikoo Dock.—B. & S.
Quishurg, German str., 4,375 tons,
Capt. Ekhorn, from Manila,
buoy No. A2.—Jebson & Co.
Hermod, Norwegian str., 840 tons,
Capt. C. Andersen, from Bang-
kok, buoy No. B17.—Thoresen &
Co.

Mausang, British str., 2,063 tons,
Capt. G. F. Matthews, from
Sandakan, buoy No. B32.—J.
M. & Co.

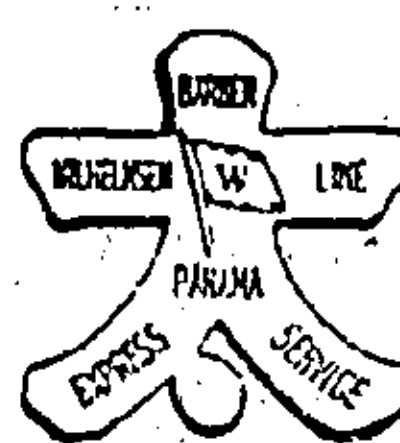
Pres. Grant, American str., 14,300
tons, Captain W. A. Raes, from
Manila, Kowloon Wharf.—Dol-
lar S.S. Line.

Shun Chih, Chinese str., 1,251 tons,
Capt. T. Thorjensen, from
Saigon, buoy No. C6.—Chang
Tong Ha.

Sphinx, French str., 6,724 tons,
Capt. Saccocc, from Saigon,
buoy No. A1.—M. M.

Suiyang, British str., 1,504 tons,
Capt. J. Byrne, from Canton,
buoy No. B15.—B. & S.

Yuan Lee, Chinese str., 1,681 tons,
Capt. A. Kraulke, from Swa-
tow, buoy No. B6.—Yuen Seng
Fat.



BARBER WILHELMSEN LINE.

THE PREMIER ALL WATER ROUTE TO NEW YORK
and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES
en route.

Passengers desiring to travel by this interesting route
will find the accommodation provided well up to their
expectations, and at a cost most reasonable.

42 Days To New York

For Passengers and Freight information please apply to—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF ATHENS" ... Havre, London, Rotterdam & Hamburg ... 16th May

S.S. "CITY OF BATAVIA" ... Havre, London, Rotterdam & Hamburg ... 17th June

NEW YORK, BOSTON & BALTIMORE—AMERICAN AND MAHONIAN LINE

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON NEW YORK & BALTIMORE—AMERICAN & ORIENTAL LINE

M.V. "TWEEDBANK" ... 8th May

M.V. "IRISBANK" ... 9th June

MAURITIUS & SOUTH AFRICA—ORIENTAL AFRICAN LINE

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),
Mozambique and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde,
Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply to—
Telephone: 27791.

THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BUKMA, CYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEEN-
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"SOUDAN"	5,334	2nd May (Mars.)	L'don, Hull, H'g, R'dm & A'warp
"KIDDERPORE"	5,334	5th May	Straits, Colombo & Bombay.
"KALYAN"	8,144	5th May	Mars, L'don, Hull, H'g, R'dm & A'warp
"COMORIN"	16,132	9th May	Bombay, Marseilles and London.
"BURDWAN"	5,272	30th May (Mars.)	L'don, Hull, H'g, R'dm & A'warp
"ALIPORE"	8,985	2nd June	Straits, Colombo & Bombay.
"KASHMIR"	8,985	8th June	Mars, L'don, Hull, H'g, R'dm & A'warp
"KARNATAKA"	16,631	20th June	Bombay, Marseilles and London.
"KASHGAR"	16,631	4th July	Mars, L'don, Hull, H'g, R'dm & A'warp
"KAWALPINDI"	16,631	18th July	Bombay, Marseilles and London.
"PERIV"	7,648	25th July	Marseilles and London.
"KHYBER"	9,114	1st Aug.	Mars, L'don, Hull, H'g, R'dm & A'warp
"SOMALI"	9,114	8th Aug. (Mars.)	L'don, Hull, H'g, R'dm & A'warp
"RAJPUTANA"	16,631	15th Aug.	Bombay, Marseilles and London.
"KARNATAKA"	16,631	22nd Aug. (Mars.)	L'don, Hull, H'g, R'dm & A'warp
"KARNATAKA"	16,631	29th Aug.	Marseilles and London.
"CATHAY"	16,121	12th Sept.	Bombay, Marseilles and London.
"SOUDAN"	5,334	19th Sept. (Mars.)	L'don, Hull, H'g, R'dm & A'warp
"KALYAN"	8,144	26th Sept.	do.
"MANTUA"	10,946	10th Oct.	do.
"BURDWAN"	5,272	17th Oct. (Mars.)	L'don, Hull, H'g, R'dm & A'warp
"KASHMIR"	8,985	24th Oct.	Marseilles and London.
"NALDERA"	16,088	7th Nov.	Bombay, Marseilles and London.
"MAJEDONIA"	11,120	21st Nov.	Marseilles and London.

*Cargo only. †Calls Casablanca. ‡Calls Karachi and Port Swettenham.

Frequent connections from Port Said for Passengers and Cargo to Oms-
sk, Constantinople, Smyrna, and other Levant Ports by steamers of
the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TAKADA"	6,949	8th May	Singapore, Penang & Calcutta
"SIRDHANA"	7,745	14th May	do.
"TILAWA"	10,006	30th May	do.
"SANTHIA"	7,754	18th June	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd
class passengers. All steamers are fitted with wireless and carry
a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"NELLORE"	6,853	1st May, 5 p.m.	Manila, Rangoon, Brisbane
"TANDA"	6,856	30th May	Sydney and Melbourne.
"ST. ALBANS"	4,500	1st July	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong
Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand,
Vanuatu, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Services of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via
Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TILAWA"	10,006	8th May	Amoy, S'hai, Moji, Kobe & Osaka.
"KASHMIR"	8,985	8th May	S'hai, Moji, Kobe & Yokohama.
"TANDA"	6,856	8th May	S'hai, Moji, Kobe, Osaka & Y'hama.
"RANPURA"	16,601	22nd May	Shanghai, Kobe & Yokohama.
"SANTHIA"	7,754	25th May	Amoy, Moji, Kobe & Y'hama.
"TALMA"	10,000	4th June	Amoy, Moji, Kobe & Osaka.
"KASHGAR"	16,631	5th June	S'hai, Moji, Kobe & Yokohama.
"ST. ALBANS"	4,600	5th June	S'hai, Moji, Kobe, Osaka & Y'hama.
"PERIM"	7,645	16th June	S'hai, Kobe & Yokohama.
"TAKADA"	6,846	18th June	Amoy, Moji, Kobe & Osaka.
"HAWALPINDI"	16,619	18th June	S'hai, Kobe & Yokohama.
"SOMALI"		27th	
"SHEWANANA"	7,745	2nd July	Amoy, Moji, Kobe & Osaka.
"KHYBER"	8,114	3rd July	S'hai, Moji, Kobe & Yokohama.
"NELLORE"	8,833	6th July	S'hai, Moji, Kobe, Osaka & Y'hama.
"TILAWA"	10,006	16th July	Amoy, Moji, Kobe & Osaka.
"RAJPUTANA"	15,880	17th July	S'hai, Kobe & Yokohama.
"SANTHIA"	7,754	30th July	Amoy, Moji, Kobe & Y'hama.
"ZAKALLA"	9	1st Aug.	S'hai, Moji, Kobe & Yokohama.
"NANKIN"	7,068	1st Aug.	Shanghai, Kobe & Yokohama.
"SOUDAN"		8th Aug.	do.
"CATRAY"	15,121	14th Aug.	do.
"KALYAN"	8,144	25th Aug.	S'hai, Moji, Kobe & Y'hama.
"MANTPA"	10,846	11th Sept.	do.
"KASHMIR"	8,985	25th Sept.	S'hai, Kobe & Yokohama.
"NAGARA"	10,083	10th Oct.	Shanghai, Kobe & Y'hama.
"MACEJONIA"	11,150	24th Oct.	S'hai, Kobe & Yokohama.
"RAJPUTANA"	15,885	7th Nov.	

For reliable information about the whole of the Far East use the

DIRECTORY & CHRONICLE

CHINA, JAPAN, COREA, INDOSIA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, BORNEO, THE PHILIPPINES, Etc.

This Large Volume of approximately 2,200 Pages gives, in addition to the Usual Lists of Firms, an Alphabetical List of Residents in the Far East containing the Names of nearly

20,000 FOREIGNERS.

Arranged, with the initials as well as Surnames in strict alphabetical order.

CLASSIFIED LIST

—MERCHANTS,

AND

MANUFACTURERS

for the whole of the Far East arranged, with addresses, in alphabetical order.

Alphabetical lists of Cable Addresses

List of Agencies held by Far Eastern firms.

LARGE EDITION ... \$12
SMALL EDITION ... \$8

HONGKONG DAILY PRESS, Ltd.,
11, Ice House Street,
Hong Kong.

EXCHANGE.

CLOSING QUOTATIONS.

April 27, 1931.

On LONDON:	
Telegraphic Transfer...	11 1/2
Bank Bills, on demand...	11 1/2
Credit, 4 months' sight...	11 13/16
Credit, 6 months' sight...	1/0 7/16
Documents, 4 months' sight...	1/0 1/2
On PARIS:	
Bank Bills, on demand...	007 1/2
Credit, 4 months' sight...	007 1/2
On NEW YORK:	
Bank Bills, on demand...	33 1/2
Telegraphic Transfer...	65 1/2
Bank, on demand...	65 1/2
On SHANGHAI:	
Bank, at sight...	7 1/2
On YOKOHAMA:	
Bank, on demand...	48 1/2
On MANILA:	
On demand...	47 1/2
On SINGAPORE:	
On demand...	42 1/2
On BATAVIA:	
On demand...	59 1/2
On HONGKONG:	
On demand...	81 1/2
On SINGAPORE:	
On demand...	183
SOVEREIGNS, Bank's Buying Rate...	19 1/2
BAR SILVER, per oz.	19 1/2

SERVICE TO READERS.

THE HONG KONG DAILY PRESS, Ltd., and the HONG KONG WEEKLY PRESS, through their London Office, at 21, BRIDGE LANE, FLEET STREET, E.C. 4, are prepared to give Subscribers and Visitors advice regarding accommodation available, motoring facilities, suitable shopping centres, etc.

If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

DON'T LEAVE HONG KONG

without giving an Order for the Weekly Press to be sent to your Address for

THREE MONTHS ... \$4.50
SIX MONTHS ... \$9.00
TWELVE MONTHS ... \$18.00

11, Ice House Street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued & Fully Paid-up \$20,000,000
Reserve Funds: Sterling \$10,000,000 Silver \$10,000,000
Reserve Liability of Proprietors \$20,000,000

HEAD OFFICE: HONG KONG.

Board of Directors:

Hon. Mr. C. G. S. MACLE, Chairman.
Hon. Mr. J. J. PATTERSON, Deputy Chairman.

W. H. Bell, Esq.
A. H. Compton, Esq.
B. Lander Lewis, Esq.
G. Miskin, Esq.
T. E. Pearce, Esq.
J. A. Plummer, Esq.
T. H. R. Shaw, Esq.
J. P. Warren, Esq.

Chief Manager: V. M. GRAYBURN, Esq.

BRANCHES: Amoy, Hong Kong, Shanghai, Canton, Hankow, Harbin, Tientsin, Peking, etc.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.

Hong Kong, 25th Feb., 1931. [30]

HONG KONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application. For the HONG KONG & SHANGHAI BANKING CORPORATION, V. M. GRAYBURN, Chief Manager, Hong Kong, 10th July, 1930. [2]

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL AND SURPLUS—U.S. \$4,500,000.

HEAD OFFICE: 18, PINE STREET, NEW YORK.

As American Bank offering complete Foreign Banking Service in the principal markets of the world. Interest Rates on Application.

This Bank is entirely owned by THE CHASE NATIONAL BANK, New York, whose Total Resources are U.S. \$2,800,000,000.

D. M. BIGGAR, Manager.

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD CENTRAL.

Authorized Capital: Gldrs. 150,000,000. (\$12,500,000.)

Paid-Up Capital: Gldrs. 80,030,000. (\$6,669,170.)

Reserve Fund: Gldrs. 40,015,000. (\$3,334,593.)

Head Office: Amsterdam.

Eastern Head Office: Batavia.

BRANCHES: Batavia, Bencoolen, Bontoe, Borneo, etc.

London Bankers: National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

A. STOKKINK, Acting Manager.

Hong Kong, 18th May, 1930. [30]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency.

Authorized Capital \$11,000,000

Paid-Up Capital 8,665,000

Reserve Fund 1,100,000

Branches: CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers: THE LLOYDS BANK, LTD.

Correspondents all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.

Safe Deposit Boxes (various sizes) at a Yearly Rental of from \$5 to \$40.

LOOK POONG SHAN, Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital \$2,000,000

Reserve Fund \$4,000,000

Reserve Liability of Proprietors \$3,000,000

Agencies and Branches: ALOR STAR, BANGKOK, BATAVIA, etc.

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hong Kong, 18th March, 1931. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France.)

Principle Building, Charter Road, Victoria, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital, fully paid-up \$50,000,000

Special Working Capital \$50,000,000

Reserves \$2,319,000

BRANCHES: Lyons, Hong Kong, etc.

Paris: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.

London: Midland Bank, Ltd.

New York: American Exchange & Irving Trust Co., Banca Commerciale Italiana.

San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.

A. ROLLIN, Manager.

Hong Kong, 1st July, 1929.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital \$23,000,000

Subscribed Capital \$21,600,000

Paid-up Capital \$21,050,000

Reserve Fund and Rest \$21,046,506

BANKERS: THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES: Batavia, Bencoolen, Bontoe, Borneo, etc.

Hong Kong Branch: Every description of Banking and Exchange Business transacted.

Travellers Cheques issued.

Trustee and Executorship undertaken.

INTEREST allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

C. L. SANDES, Manager.

7, Queen's Road Central, Hong Kong, 12th Mar., 1931. [20]

BANK OF CHINA.

Reorganized October 26, 1929, under special charter of The National Government as an

INTERNATIONAL EXCHANGE BANK.

Subscribed Capital \$25,000,000.00

Paid-up Capital \$24,719,900.00

Reserve Funds \$3,930,503.82

HEAD OFFICE: SHANGHAI.

Hong Kong Branch: 4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN, Manager.

THE AMERICAN EXPRESS COMPANY, INC.

Head Office: 65, BROADWAY, NEW YORK.

Capital U.S. \$5,000,000

Surplus U.S. \$1,579,545

Reserves U.S. \$1,009,309

BRANCHES: Amsterdam, Antwerp, Athens, etc.

Branches of AMERICAN EXPRESS COMPANY in Principal Cities of United States of America and Canada.

All classes of Commercial Banking Transactions undertaken.

Personal investment accounts handled.

The Company offers to intending travellers the use of its "Travelers Cheques" and Letters of Credit and, in addition, the world wide services of its thoroughly equipped Travel Department.

Affiliated with THE CHASE NATIONAL BANK

Resources Over \$2,500,000,000

C. H. BENSON, General Manager.

THE HO HONG BANK, LTD.

Established 1917.

HEAD OFFICE: SINGAPORE.

Hong Kong Office: 15, QUEEN'S RD. C.

Authorized Capital Straits \$20,000,000

Paid-up Capital " " \$4,000,000

Reserve Liabilities " " \$4,000,000

Surplus " " \$2,638,000

Branches, Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.

TAN ENG HOOI, Manager.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 99, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00

Paid-up Capital Frs. 68,400,000.00

Reserve Fund Frs. 102,000,000.00

BRANCHES: Bangkok, Batavia, Bencoolen, Bontoe, Borneo, etc.

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

A. LECOT, Manager.

Hong Kong, 2nd May, 1929. [32]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000

Reserve Fund Yen 115,000,000

HEAD OFFICE: YOKOHAMA.

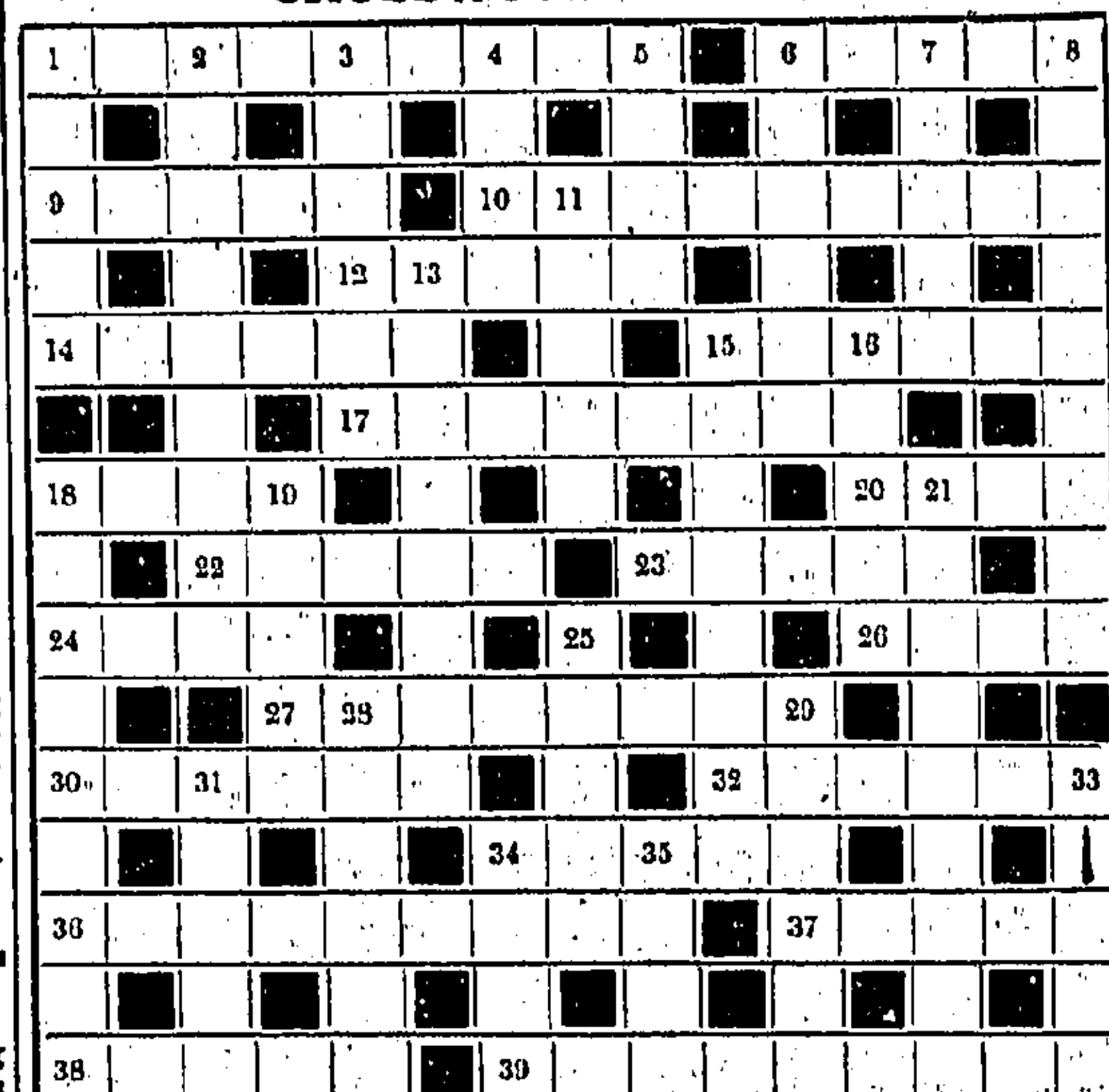
BRANCHES AND AGENCIES AT: Alexandria, Honolulu, Rio de Janeiro, etc.

Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.

Hong Kong, April 11, 1931. [35]

CROSSWORD PUZZLE.



CLUES.

- Across.
- Such a paper often is useful to the historian.
 - A shrub useful in the home.
 - A bird or a special workman.
 - Shaped and finished.
 - It is necessary to treat a vessel occasionally.
 - A great fish for the angler.
 - Paris must necessarily be this.
 - An athlete, now receiving more notice again.
 - Carried by the magician.
 - Usually microscopic, but commonly taken as a start.
 - On this you may recline.
 - The feathered "Never more" repeater.
 - East of this there is no De-catalogue.
 - Witnessed.
 - Such a professor is in honourable retirement.
 - Considered, including a tree.
 - Such a thing, says a dictionary, is "full of surface asperities."
 - Even your flesh may do this.
 - An official of old time.
 - This is a fixative.
 - A modern actor.
 - Note the mineral in what is gone together.
- Down.
- He may become an officer.
 - A title borne by certain dignitaries.
 - May apply to seeds or straits.
 - To receive this garment is not generally pleasant.
 - A substitute start for a fairy tale.
 - Check—not of financial significance.
 - If a famous Anarchist is right this man is a thief.
 - This person figures in most trades.
 - The Clyde ultimately washes this Craig.
 - Made wealthy.
 - This was at the helm, said Gray, when youth was at the prow.
 - This gives incentive and stimulus.
 - A portion of North America.
 - Just a number that a baker may make one more.
 - Full of "pop."
 - One of the twelve signs.
 - Here are feeding parties or places.
 - Plant.
 - Twelve pence will make this a bad ind.
 - The lady of the oak.
 - Quite fashionable and choice.
 - A famous, non de plume.

YESTERDAY'S SOLUTION.

ENFRANCHISEMENT
XOIOIONNALLA
EALDONGARMENT
MEESIRRLCOT
PAIDUNMANSTAE
LGDGETBAREE
IONIANDEDEMAND
FIREEGIMENEE
IMBIBECDISARM
OUEYSGADNESA
ABLYSALADITAL
TLDZNNASAAI
IMITATECESARIO
ONSSBEETTON
NEIGHBOURLINESS

WHEN YOU ARE DUE FOR LEAVE

Send a Chit to 11, Ice House Street, and order the Hongkong Weekly Press to be sent to you for—

Three months ... \$ 4.50
Six months ... \$ 9.00
Twelve months ... \$18.00

THE BANK OF EAST ASIA, LTD.

ESTABLISHED 1918.

HEAD OFFICE:

10, Des Voeux Road, Central, HONG KONG.

CAPITAL AND SURPLUS ... OVER H. \$8,000,000.00

TOTAL RESOURCES ... OVER H. \$30,000,000.00

Every description of Banking Accounts and Exchange business transacted.

Current and Fixed Deposit Accounts in Local and Foreign Currencies opened for Clients.

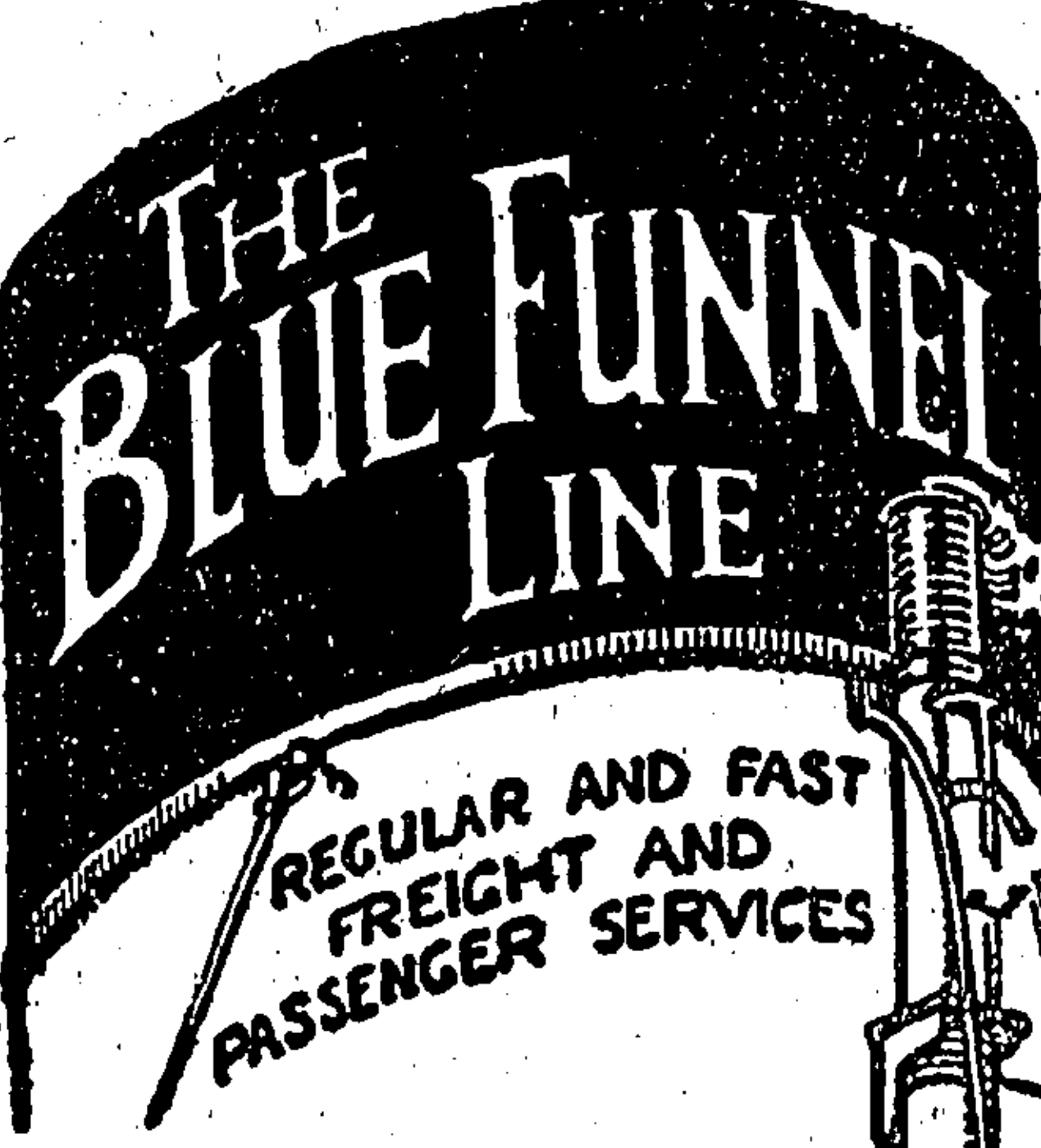
Savings Account and Safe Deposit Boxes.

Branches and Agencies all over the world.

KAN TONG PO,

Chief Manager.

Printed and Published by ROBERT TYLER BARRETT for the Hong Kong Daily Press, Limited, at 11, Ice House Street, Victoria, Hong Kong. London Office: 33, Fleet Street, E.C. 4.



LONDON SERVICE.

"PERSEUS" 29th Apr., For Port Said, Mars, Casablanca, London, Rotterdam and Hamburg.
"AENEAS" 19th May, For Port Said, Marseilles, London, Rotterdam, Hamburg & Glasgow.

LIVERPOOL SERVICE.

"ELPENOR" 20th May, For Port Said, Genoa, Havre, Liverpool and Glasgow.
"THESEUS" 2nd June, For Port Said, Havre, Liverpool and Glasgow.

PACIFIC SERVICE (via KOBE & YOKOHAMA).

"TYNDAROS" 2nd May, For Victoria, Vancouver & Seattle.
"PROTEUS" 25th May, For Victoria, Vancouver & Seattle.

INWARD SERVICE.

"SARFEDON" Due 1st May, For Shanghai, Tientsin, Taku & Dairen.
"MENESTHEUS" 5th May, From New York.

PASSENGER SERVICE.

"SARFEDON" 2nd May, Shanghai, Tientsin, Taku & Dairen.
"AENEAS" 12th May, Singapore, Marseilles & London.

All cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to the undersigned.

All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire,